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American Railroad Journal.

New York, Saturday, June 7, 1873.

☞ The earnings of the Union Pacific Railroad for April, 1873, were $881,266 38, the expenses (including $91,000 for renewal of rails) $474,078 84, and the net earnings $407,187 54. In April, 1872, the earnings were $741,802 56, the expenses, $385,997 74, and the net earnings $355,804 82—showing an increase in earnings of $139,463 82, with an increase in expenses of $88,081 10, making the increase in net earnings $51,382 72. From January 1 to April 30, 1873, the earnings were $2,605,281 32, the expenses $1,445,474 56, and the net earnings $1,159,806 76—showing an increase in gross earnings compared with 1872 of $489,566 15, and an increase in net earnings of $568,854 81.

☞ The Dyersburg (Tenn.) *Progress* says: "We understand that it is the intention of the St. Louis and Iron Mountain Company to extend its road South, crossing the Mississippi at Point Pleasant, Mo., thence to this place, and on to Jackson, Tenn. We think this highly plausable from the fact that the Mississippi Central road is being extended from Jackson to Cairo, and that the Mobile and Ohio intends making Cairo its terminus, thereby cutting off all connection South for the Iron Mountain road. The latter road must have a connecting link South in order to compete with the Illinois Central, which will have two Southern outlets at Cairo."

BANKING HOUSE

—OF—

JAY COOKE & CO.

No 20 WALL STREET, New York.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the* 7 3-10 *loan is now being disposed of* through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at 1.10, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The Company has more than 500 miles of its road built and in operation, has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics at current rates.

JAY COOKE & CO.

☞ The Staunton *Spectator* says that President Huntington, of the Chesapeake and Ohio Railroad, has informed one of the contractors on the Big Sandy Railroad that the money was on hand to go to work on the road within thirty days. The proposed Big Sandy Railroad is to run from Mount Sterling, Kentucky, to the mouth of the Big Sandy, which is only nine miles below Huntington, the terminus of the Chesapeake and Ohio Railroad. It is eighty-six miles from the mouth of the Big Sandy to Mount Sterling. The contractors for this road are composed very largely of the same men who have taken the contract for the Valley Railroad from Staunton to Salem.

☞ The Lynchburg *News* says material trains are running on the Lynchburg and Danville road as far as Fishing creek, a mile below the city, and it hopes to be able to announce the completion of the road to the Staunton river by the first of July.

JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

EXCHANGE

—ON—

LONDON,
PARIS,
BERLIN,
FRANKFORT,
BREMEN,
VIENNA.

CABLE TRANSFERS,

Circular Letters,

COMMERCIAL CREDITS,

—ON—

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

☞ The Ohio *State Journal* learns that the Columbus and Ferrara, Railroad Company is about consummating an arrangement by which it will be able not only to construct its road from Columbus to Ferrara, but also secure the construction of a road from Columbus to Lima by way of Marysville, to be called, in connection with an extension of the line from Lima to Coldwater, Michgan, the Columbus and Northwestern Railroad.

New York and New England Railroad.

The re-organization of this company has now been ratified by the four States in which the road is located. As soon as the preliminary arrangements are made to relieve the Trustees of the bondholders from the charge of the property, a conveyance will be made to the new company. The lines owned and leased by the New York and New England Railroad Company will be, from Boston to Willimantic, 86 miles; Brookline to Woonsocket, 33 miles; Southbridge Branch, 18 miles; Dedham Branch, 2 miles; Providence to Waterbury, 123 miles; total now in operation, 262 miles. Unfinished—Waterbury to Hudson River,

75 miles; land line Norwich and Worcester, 67 miles; total when completed, 404 miles.

The new company starts with a debt of but about $3,000,000 on the whole property. It will immediately create a new mortgage for $10,000,000, with which to pay this debt and finish and equip the line. The new mortgage will thus be for about $33,000 per mile of completed road.

Housatonic Railroad.

The receipts from operations of this road for the nine months, ending September 30, 1872, were as follows:

From passengers		$162,012 08
" freight		353,358 09
" milk		45,799 29
" express, mails, etc		20,186 94
		$581,356 40
Expenses, viz:		
Repairs of road	$128,089 08	
" engines	25,132 60	
" cars	82,954 68	
" buildings, etc.	17,395 12	
Wood and coal	46,987 17	
Oil, tallow and waste	7,987 71	
Freight expenses	69,413 35	
Passenger expenses	25,833 55	
General expenses	7,228 56	
Damages	4,378 92	
Rent of cars	3,985 22	
Operating N. Y., H. & N. R. R.	5,681 60	
All other expenses	11,899 04	
Profit and loss	278 11	
		387,244 66
		$194,111 74
From which deduct—		
Town and city taxes	$472 90	
Rent of Stockbridge and Pittsfield Railroad	23,556 75	
Rent of Berkshire R. R.	31,500 00	
Rent of West Stockbridge R. R.	522 57	
Rent of New York, Hous. and N. R. R.	3,010 06	
Coupon Interest	20,250 00	
Interest	5,920 71	
		85,232 99
Net gain after deducting all expenses		$108,878 75
Paid dividend, Jan. 2, 1872	$60,512 82	
" July 1, 1872	47,200 00	
		107,712 82
Surplus at credit profit and loss		$1,165 93
Add surplus Dec. 31st, 1871		65,597 58
Balance at credit profit and loss, Sept. 30th, 1872		$66,763 51

In order to comply with an act of the legislature regarding railroad returns, the time of closing the fiscal year of the company has been changed from December 31 to September 30—hence the report shows the business of the road for nine months only. The earnings for the whole year were $108,928 50, against $78,280 84, for the year ending December 31, 1871.

There have been added to the equipment three new engines at a cost of $33,988 84, and three have been sold for $21,000; and 94 new freight cars have been built at the company's works at a cost of about $75,000. The company now have 15 engines, 15 passenger, 9 baggage and 423 freight cars. The number of miles run by engines for the nine months has been 259,541. There have been laid in the track 1000 tons of new rails at a cost of $75,083,85, and one mile of new sidings built at a cost of $20,000.

Condensed Balance Sheet, Sept. 30, 1872.

Railroad and equipment		$2,205,558 52
Permanent improvements and additions		150,000 00
Cash on hand and in bank		36,752 17
" in hands of Willets & Co		23,616 50
The Ames property		109,834 02
Stockbridge and Pittsfield R. R. Co.		5,992 76
Accounts receivable		43,445 57
Bills receivable		521 58
Bank of New York		722 35
Sinking fund		93,908 89
Due from stations		85,476 75
Wood lots		965 09
Materials on hand		72,871 97
		$2,830,076 83
Capital stock, old, 8,200 shares	$820,000 00	
" " Prf'd 11,800 "	1,180,000 00	
Bonds due 1877	191,000 00	
" " 1885	100,000 00	
" " 1889	100,000 00	
Bills payable	163,187 59	
September expenses paid in Oct.	63,102 48	
Rent of Stock. and P. R. R.	7,852 25	
" " Berkshire R. R.	3,500 00	
" " West Stockbridge R. R.	50 00	
Book accounts	87,894 69	
Unclaimed dividends	2,549 00	
Coupon interest	7,076 66	
Accumulated sinking fund profits	37,100 65	
Profit and loss	66,763 51	
		$2,830,076 83

President—Wm. H. Barnum.

Vice President—David S. Draper.

Directors—Wm. H. Barnum, Samuel Willets, Geo. W. Peet, Henry S. Leavitt, Horace Nichols, Wm. D. Bishop, David S. Draper, Charles A. Peck, A. B. Mygatt.

Secretary and Treasurer—Charles K. Averill.

Superintendent—H. W. Franklin.

Railroads of the State of Ohio.

We are in receipt, through the courtesy of the Hon. O. L. Wolcott, "Commissioner of Railroads and Telegraphs," of the Sixth Annual Report in relation to the Railroads of the State of Ohio. We have always valued these reports as among the most conveniently arranged and the most elaborate in detail of any like reports issued under State authority; and have consequently hailed their appearance with that satisfaction which springs from perfection in the handiwork presented for our appreciation. It is, however, a fault that we cannot receive them until from 9 to 10 months after the close of the official year they represent. A year's delay in these progressive times is a fatal error, and one that ought to be remedied at once and forever. As a series, nevertheless, they must become more and more valuable, by increase of years, to the economist and statesman, and in this light we especially appreciate them. The official year referred to on the present occasion ended June 30, 1872.

The reports of the several companies indicate an unusual energy in railroad extension, and a large increase of expenditures for construction, equipment and general improvements. They show the aggregate length of the railroads at the close of the official year to have been 3,787 miles—an increase for the year of 270 miles; the cost thereof, including equipments, $206,352,805—an increase of $18,200,400; and the earnings per mile, on 3,551 miles, $9,647, with a net of $2,997.

The increase of main line and branches reported in 1869, '70 and '71 aggregated only 201 miles of new roads constructed; while for 1871-'72, additional railroad was opened to the extent as above stated of 270 miles, or 69 miles more than the aggregate for the three previous years; and within the years 1871-'72 there was laid on old roads—new iron 479, re-rolled iron 614, spliced and mended iron 315, and new steel 323 miles, or in the aggregate 1,731 miles. Of course this amount of iron was largely used in laying second tracks and sidings, of which there were in the State on June 30, 1872—2d tracks 121 miles, and sidings, &c., 682 miles. Including these the total equivalent single track in use within the State at the above date was 4,590 miles. In the same year one-sixth of all railroad bridges in the State have been built or re-built.

That the commercial prosperity of the State in consequence of these new works and improvements has been materially advantaged is evident from the facts revealed by the traffic and financial results of operating them. There was carried over the aggregate system of roads 12,068,832 passengers or 68,832 more than in the previous year; and there was transported 20,983,068 tons of freight, or an increase of 5,518,728 tons.

The gross earnings were respectively $34,257,800 and $30,384,518, showing an increase of $3,873,282; the operating expenses averaged 68.32 and 68.33 per cent, and left the net earnings at $10,755,060 and $9,608,295, showing an increase of $1,146,765, or about 12 per cent.

The amount of construction funds furnished during the year was—capital stock, $7,289,488; bonds, $27,008,597; and floating debt, $2,414,282; or a total of $37,712,280. This large amount, however, was not all expended on the reported increase of 270 miles, but was used in great part on extensions outside the State and in improvements, additional equippage, &c. A portion has no doubt been expended on works then in different stages of progress. Between July 1 and December 31, 1872, the length of new road opened for business was 322 miles, distributed to the following seven companies:

Ashtabula, Youngstown and Pittsburg	57 miles.
Cleveland, Mount Vernon and Delaware	23 "
Lake Erie and Louisville	46 "
Lake Shore and Tuscarawas Valley	63 "
Marietta and Pittsburg	45 "
Mahoning Coal	40 "
Mansfield, Coldwater and Lake Michigan	48 "

—and still the good work goes on, and probably not less than 200 or 300 miles additional will have been brought into use by the close of the current official year, and at that estimate leave 1,000 miles under construction for completion within two years.

The influences which have conspired to bring about this unprecedented development in railroad construction in the State are multifarious. Many of these lines were projected and had money expended on them years ago; others more recently; and others are the legitimate outgrowth of the consolidations of old lines requiring connecting links or new feeders. The pressing demand of western commerce increasing year by year, must also have had paramount influence in urging to new constructions—such as the line in progress from Pittsburg and Chicago, in the interest of Baltimore. But the majority of the new lines are the result of many years' effort now culminating in success.

Nor does the increased facilities for railroad

conveyance prove beneficial only to the commercial and social interests. The extension of railroads has become a politico-financial agency, which by increasing the value of all real property favors the State Treasury, while the tax-payers experience less difficulty in paying the increased aggregate demands of the State. The total tax collected in 1868 was $20,489,148 and in 1872 $23,248,980, the increase in the years intervening having been $2,759,822. This shows conclusively that in railroad extension both the State and the people are equally interested.

In the table which follows we give a summary of the principal statistical elements drawn from the annual reports for the last five consecutive years:

Fiscal Years ended June 30.	Capital Stock.	Bonded Debt.	Total stock bonds and debt.	Miles of Main and Branch Lines.	Miles of 2d and side tracks.	Cost of road and equipment.	Gross earnings.	Net Earnings.	Interest paid.	Dividends paid.
	PROPERTY FOR THE STATE OF OHIO.									
1872	219,161,127	217,171,755	447,071,062	7,408 M.	... M.	988,113,494	65,608,078	20,568,370	9,726,859	7,554,082
1871	210,387,149	171,011,069	387,939,851	6,536	...	865,778,816	59,151,419	18,884,751	7,505,432	7,278,052
1870	196,898,556	156,638,627	358,118,008	6,233	...	833,496,117	52,895,812	15,875,481	6,291,317	7,002,874
1869	176,087,825	155,119,116	385,973,037	5,992	...	821,666,115	51,110,529	15,379,213	4,679,168	5,517,646
1868	171,960,942	183,111,294	313,566,602	5,891	...	802,569,874	47,118,722	14,198,688	...	8,801,291
1872	122,721,527	120,222,072	248,889,300	3,787	890	206,852,806	34,257,799	10,785,060	...	...
1871	115,432,038	92,813,476	211,277,019	3,457	845	188,152,405	30,834,518	9,608,296	...	...
1870	114,734,817	84,137,609	201,913,457	3,376	788	176,142,084	27,909,308	8,496,930	...	...
1869	106,686,116	88,037,702	196,103,721	3,324	741	176,455,723	30,136,663	9,045,072	...	...
1868	103,846,607	76,206,380	183,848,140	3,256	683	167,086,614	29,798,827	8,118,709	...	...

On another page of our current issue will be found an elaborate table giving in detail the material and financial status of each railroad company in the State for 1871–'72.

☞ The following gentlemen have been elected directors of the Pacific Mail Steamship Company: George H. Bradbury, T. W. Park, James D. Smith, John M. Burke, Charles J. Osborn, Russel Sage, George S. Scott, George H. Palmer and Rufus Hatch.

Journal of Railroad Law.

RAILROAD COMPANIES—A FOG NO EXCUSE FOR A PERSON NOT SEEING AN APPROACHING TRAIN.

The facts in the recent case of The Morris and Essex Railroad Company *ads.* Harlan, &c., (33 N. J. Law Reports, 147), are fully and clearly stated in the following opinion by—

ELMER, J.—This was an action brought by the administrators of Richard Paxton, deceased, in pursuance of the statute, to recover damages for causing his death by striking him with one of the defendants' engines at the crossing of their railroad over the Newark and New York turnpike road in October, 1865. Their right to recover depended upon two questions which were submitted to the jury, and determined by them in favor of the plaintiffs. The first was whether the death was occasioned by the negligence of the defendants' agents; and the second, whether the negligence of the deceased contributed to produce the result. If the jury in deciding either of these questions were so clearly wrong as to make it the duty of the court to interfere the defendants are entitled to a new trial.

I am by no means satisfied that the verdict was right upon the first question; but, however that may be, I am so entirely satisfied that the culpable negligence of the deceased contributed to produce the unfortunate result that I think we are bound to set aside the verdict for that reason, and do not think it necessary to examine the facts detailed in evidence to show the negligence of the defendants.

It appears that the deceased drove a three horse team, attached to a truck loaded with paper, and on his way to New York, by the usual turnpike road, had occasion to cross the railroad of defendants, on the morning of a very foggy day. According to the testimony of a Mr. Farnsworth, who drove a light carriage with, as he says, a very lively team, both teams stopped near the place where the railroad crosses the turnpike at a very acute angle. No engine or cars could be seen, but they were distinctly heard by Farnsworth and others, and were accustomed to pass at that time. Farnsworth sent a man who was riding with him to the crossing, who reported that he could not see anything. Farnsworth says he spoke to deceased, and asked him if he thought he could get across; he said yes we'll take the risk. Farnsworth whipped his horse across the track, and got over the track safely. The deceased attempted to follow, but was struck and killed with two of his horses.

There seems to be no good reason for doubting the veracity or the accuracy of Farnsworth; but the case does not turn on his unsupported testimony. It is evident from all the testimony on both sides, that the deceased was accustomed to travel over the road, knew the time the train usually passed, and must have heard one approaching, as others did. If as suggested in argument, he could not certainly determine whether the train he heard was on the road he was about to cross, or on another not far off, he was sufficiently apprised of probable danger to require him to wait until he could be more sure that he did not endanger his life and the lives of others. A very short delay would have avoided the catastrophe. Instead of pausing, as under the circumstances it was his duty to do, incited, probable by the example of Farnsworth, or for other reasons, needlessly impatient, he rashly drove his loaded wagon, at a necessarily slow gait upon the track, and lost his life. Farnsworth was criminally rash; but the deceased was far more so.

While it is important for courts and juries to be scrupulously careful to exact of the officers and agents of the railroad companies, the greatest care to avoid danger to the lives or property of our citizens, it is equally important to require of citizens the same care to avoid, by their acts, endangering the lives of those traveling in the cars. As is well remarked by Justice Potts in the case of Runyon *vs.* The Central Railroad Company, 1 Dutcher, 556, "the necessities of railroad travel demand a speed at which it is impossible to stop in time to prevent a collision, if persons traveling on the highways, rush carelessly or recklessly on a crossing ahead of an approaching train; and every collision of the kind places not only the party driving on the track but the passengers in a train of cars in imminent peril, many times occasions great loss of life. Persons approaching a crossing in vehicles of their own, must use their eyes and ears, and exercise common care and prudence to avoid a collision, commensurate with the danger." These principles were applied by this court to the case of, Tolfair *vs.* Northern Railroad Company, 1 Vroom, 189, and are quite as applicable to this.

The verdict must be set aside, and a new trial ordered.

Texas and Pacific Railway.

To the Stockholders of the Texas and Pacific Railway Company:

GENTLEMEN: In submitting this report, your board have to congratulate you upon the improved condition of the enterprise under our charge.

Under the energetic supervision of General G. M. Dodge, as Chief Engineer, the Construction Company hereinafter referred to have pushed the work of constructing the line with great rapidity from Longview west to Dallas, from Marshall via Jefferson to a point near Texarkana, and from that point west to Sherman.

It will be remembered that the grant of six millions of dollars of bonds made by the State of Texas was coupled with the condition that the roads from Marshall west, and Texarkana west, should be completed to a point of junction near Forth Worth by January 1, 1874.

As the summer of 1872 was necessarily consumed by the preliminary surveys, it was not until October last that work was actually begun upon the line. Most of the contractors had to be brought from distant points, the low stage of water in Red River, the absence of railway communication, and in fact, of any reliable facilities for reaching the line, threw serious obstacles in the way of transporting material, and compelled us for several months to haul from the termini of the North Louisiana and Texas and the International Railroads, a distance of from sixty to ninety miles.

Nothing but untiring energy and a liberal expenditure of money enabled the company to accomplish what has been done, and your board feel sure that a knowledge of these facts will induce the people of Texas to extend cheerful and willing aid in the further progress and completion of the road.

Notwithstanding the difficulties and disadvantages under which we have labored, nearly four hundred miles have been graded, and the bridging so far advanced as not to retard the laying of the iron. The greater portion of the ties needed have been distributed along the line, and the rails and fastenings for three hundred miles have been purchased, and are being delivered at New Orleans,

Galveston, St. Louis, and other points, to be forwarded as rapidly as required for construction purposes.

The completion within a short time of the International Railroad to Longview, and of the Houston and Texas Central, and the Missouri, Kansas and Texas Railroads, to a connection with your railway, gives us the needed facilities for the movement of supplies at all seasons, and we are availing ourselves largely of them.

The cities and counties, and the people along the line, have in general acted in a fair and liberal spirit, and with a just appreciation of the advantages its completion will confer upon them. Their interests and those of the road are so interwoven that we may confidently rely upon a continuance of the same kindly feeling.

The route west of Fort Worth has been thoroughly developed, but not yet definitely located, except a portion of the San Diego division; but it may be said in general terms that the alignment has proved to be unexpectedly favorable, and that in grade, curvature, and the low summits at which it crosses the continent, your road will possess great advantages over the existing lines to the Pacific Ocean. The preliminary surveys are entirely completed, and sufficient data obtained to show that the proceeds of your bonds and the donations from Texas, San Diego, and other localities, will be ample to build and thoroughly equip the road up to the standard required by the laws of Texas and the United States Government.

An exhaustive survey was made of the country between San Diego and the Colorado River, with the view of adopting the best possible route East from the former city. It was found after a most careful examination of all the data that the line designated by the engineers as Number 4, and entering San Diego from the direction of San Gorgonia Pass, was decidedly the best, both in point of construction and economy of operation. While it is about sixty miles longer than the direct route over the mountains would be, its advantages for working, making reasonable allowance for curvature and grades, to say nothing of difference in cost, prove it to be commercially fifty miles the shorter line, and therefore the more valuable to the city and port of San Diego, as well as to the interest of the company itself. While this can be said of the traffic between San Diego and the Territories of Arizona and New Mexico and Mexico, and all other points East, it also has the advantage of giving the people of San Diego communication with the country between that city and San Francisco, so that from all the data before spoken of, and the view personally expressed by Mr. Evans, the engineer in charge of San Diego division, and by General Dodge, chief engineer, the board were decided in their opinion as to the value of the line for all the purposes for which the road is to be constructed. Work has been commenced at San Diego, and we trust to so complete our negotiations as to be able to prosecute it with great vigor.

In order to facilitate and insure the speedy building of the road, a construction company with a large capital offered to contract for the building and equipment of the line on terms that would fully meet all the requirements of the Government charter and the laws of the State of Texas.

This company has been diligent in the performance of their agreements, and we are now fast getting into a condition where, with a large amount of completed and equipped road, the securities of our company can be offered with great assurance of success, and a proper value be obtained for them. With a reasonable result in completing our negotiation, the board see no reason why the entire line shall not be finished within a period of five years, in quality fully up to the standard required by the charter of the company, and, therefore, much within the time granted for completion.

The data obtained from the surveys for the entire line across the continent show some remarkable features. Among them: that the summits to be crossed are about thirty-two per cent less than the summits on the existing Pacific roads; that the grades and curvature will be about sixty-two per cent less; that the climate through which the road is located is so favorable for its maintenance and operation that no train need ever be delayed from snow or the other obstructions, now sources of expense and delay on the more Northern routes; that an abundance of excellent coal for fuel is accessible at a number of points along the road; that the entire rail transportation between the waters of the Pacific and New Orleans will be less than 1,800 miles, and with accessible ports in Texas less than 1,500 miles, thus forming a route across the continent for international transportation a great deal shorter than now exists, or, perhaps, can ever exist by any other line.

When we take in connection with all this the fact that you will have from the Pacific at San Diego a line to New York four hundred miles shorter than the existing line from San Francisco to New York, and that upon the completion of connections to San Francisco, which will certainly be made before our line is finished, you will have a route between that city and New York quite as short as the existing road, and that on this route will be situated the cities of Philadelphia, Baltimore, Washington, Richmond, Atlanta, Montgomery, Vicksburg, with short connections to New Orleans, Galveston, Savannah and Charleston, while on other connecting routes will be Pittsburg, Cincinnati, Louisville, Indianapolis, Cairo, St. Louis, Little Rock, Kansas City, and the intervening country, with its immense population and products, you can at once perceive that your line should undoubtedly command a fair share of the transportation across the continent.

Add to these sources of traffic the States of Mexico bordering upon our road, with their immense mineral wealth and their present population of two and a half millions of people, and the great resources of Texas, California, New Mexico and Arizona, and it certainly seems that the traffic to be developed and naturally directed to your line must be large and profitable.

As the First Mortgage Construction Bonds of the company are limited to $40,000 per mile, bearing 6 per cent gold interest, there is no reason, in the opinion of your board, why these securities are not in every respect of the highest character, and most reliable as an interest-paying investment. In addition to a lien upon the franchises, the railways, and revenues of the company, these bonds have also the additional security of the entire land grant from the United States Government, embracing about fifteen millions of acres, the net proceeds of which, after providing, if necessary, for the interest, are added to the sinking fund of one per cent gold of the amount of the bonds outstanding, which is to be paid annually to the trustees for the redemption of the same. With reasonable management this sinking fund will pay off the entire loan, or provide for its redemption within twenty-five years.

The lines approaching your road from St. Louis, Cairo, and Memphis via Little Rock and Fulton are fast approaching completion, and we expect will form connections with our road during the coming fall. Arrangements are about being perfected for the completion of the road from Monroe to Shreveport, thus perfecting the line via Vicksburg, except the river bridge at Vicksburg. Negotiations are now pending that will, we think, result favorably to the construction of the line from Shreveport to New Orleans via Baton Rouge.

With these outlets provided, as they will be long before your main line is through, and the connections now made by the Missouri, Kansas, and Texas to Chicago and the Northwest by Kansas City and St. Louis, and by the Houston and Texas Central and International and Great Northern to the waters of the coast of Houston and Galveston, with each and all of these your road will undoubtedly interchange large amounts of traffic.

It is the intention of the board to prosecute the work as rapidly as the circumstances of the company will permit, and always within the requirements of the laws of the United States and the State of Texas. Before closing this report to the stockholders the board desire to submit some extracts from the report of General G. M. Dodge, the Chief Engineer, as follows:

"I gave instructions to our engineers to note carefully the agricultural and other resources of the country, with the view of ascertaining as nearly as possible the relative value of the Government grants to the company, and I am prepared to report, that as a whole the lands donated by the United States are superior to anything I had expected, and in my judgment superior to those on any line across the continent. Already we have reports that lands along the entire line far in advance of our work are being taken up and settled.

"Most of the land is available for agricultural and grazing purposes, and where water can be used for irrigation its powers for production are remarkable. What land may be lost for lack of water is more than made up by the great mineral wealth underlying its surface. Large quantities of valuable timber are found in the mountain ranges along the line, and there have been many developments of coal veins found from three to six feet in thickness. Analysis shows it to contain from 45 to 65 per cent of fixed carbon, and to be superior to the coal found on the same longitude further north, from the fact that it does not disintegrate from exposure to the atmosphere.

"Gold, silver, and copper are developed along the line in Texas, New Mexico, Arizona, and California, and have demonstrated their value and that they exist in inexhaustible quantities. The only present mode of reaching them is by wagon. Some of the richest mines are opened on the line of the survey. On each division a practical geologist has accompanied the surveying parties, with instructions to look carefully after the precious metals, but more especially to the development of coal, iron and copper. Their reports indicate the presence of these metals and minerals in large quantities.

"The remarkable features of this line are, first, its uniformity of grades and altitudes in crossing the continent. After reaching the general altitude of the mesa through Western Texas and New Mexico of about 3,000 feet, it holds that elevation until it descends to the level of the sea at the Colorado.

"This line overcomes every mountain range west of the Guadalouupe to the Pacific with comparatively light grades, easy curvature, and remarkably light work. It is the shortest line from the commercial centres to the Pacific, and only equals in length the Union Pacific from New York to San Francisco.

"From ocean to ocean it is 1,450 miles by our surveys, as against 3,300 on any completed or comtemplated route. Along its entire length the country is susceptible of maintaining a heavy population. A large one exists now, and it will develop a larger extent of mineral and agricultural country that is susceptible of production than any other line that can be obtained."

From the foregoing extracts of the report of the chief engineer it will be readily perceived by the stockholders that a moderate average price for the lands donated to the company, and much less than has been received by the existing lines, will in time provide for the extinction of its entire bonded debt. The unprecedented large immigration now pouring into Texas from various quarters is advancing the price of lands rapidly along all lines constructed or in course of construction. The board have no doubt that as the line is completed in sections, they will find ample and remunerative employment for all their equipment, and be required to largely increase their transportation facilities from time to time to meet the demands of the public.

The thanks of the company are due to your officers and employes for the fidelity with which they have performed their duties.

Respectfully submitted,

THOMAS A. SCOTT, President.

New York, May 19, 1873.

Railroads of the State of Ohio.

A tabular statement of their Capital, Length, Equipment, Cost, Earnings, Expenses, Interest, Dividends, &c., for the official year ended June 30, 1872.

Compiled from the Annual Reports of Railroad Companies made to the Hon. O. L. Wolcott, State Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account. Stock paid in. $	Bonded debt. $	Total, incl. float'g debt. $	Length of Tracks owned Main. M.	Branch. M.	Other. M.	Equipment. Locomotiv's. No.	Cars pass.&c. No.	Cars fgt. No.	Cost of Railroad and equipm't. $	Roads operated. M.	Earnings from all sources Gross. $	Nett. $	Rents of leased railroad. $	Interest on bonds incl. tax. $	Paid to sinking funds. $	Divid'ds on stocks. Preferred Am't. $	Rate. p.c.	Common Am't. $	Rate. p.c.
Ashtabula, Youngstown and Pittsburg	284,379	100,000	334,379	.....	.....	.....	....	..	....	824,609	.....	.....	.....	.....	.....	.....	.....	..	.....	..
Atlantic and Great Western	24,000,000	60,375,526	84,375,526	387.50	38.50	119.00	166	78	3,117	84,375,526	567.00	3,921,604	1,006,362	342,999	.....	.....	.....	..	.....	..
Atlantic and Lake Erie (225 m.) in progress	375,566	.....	465,135	.....	.....	.....	..	..	.....	465,135	....	.....	.....	.....	.....	.....	.....	..	2,299	15
Carrollton and Oneida	14,400	.....	14,600	12.00	.....	0.12	1	3	2	110,461	12.00	6,219	2,313	.....	150,000	16,000	24,693	6	145,998	6
Central Ohio	2,845,500	2,500,000	5,345,500	137.00	.....	30.75	39	29	1,008	5,499,999	137.00	966,316	115,977	.....	.....	.....	.....	.	.....	..
Cincinnati and Baltimore§	670,500	314,453	1,102,953	6.00	.....	3.00	...	...	.....	1,102,953	.....	22,146	22,146	.....	145,060	.....	.....	.	284,000	8
Cincinnati, Hamilton & Dayton	3,500,000	2,032,000	5,532,000	59.93	.....	75.86	34	44	453	5,326,116	59.93	1,300,334	532,365	.....	.....	.....	.....	.	.....	..
Cincinnati and Indiana	500,000	1,500,000	2,070,000	20.00	.....	9.31	...	...	.....	2,032,209	20.00	196,249	62,372	.....	.....	.....	.....	.	.....	..
Cincinnati and Mushingum Valley (148.44 m.)	3,996,610	1,500,000	5,496,610	148.44	.....	12.75	16	16	370	5,500,387	12.75	458,572	135,715	.....	98,105	.....	.....	.	.....	..
Cin., Richmond and Chicago	382,600	625,000	1,093,798	36.00	.....	2.55	5	5	167	1,011,985	42.00	218,741	49,532	.....	43,750	.....	.....	.	.....	..
Cincinnati, Sandusky and Cleveland	4,729,037	3,261,380	8,003,475	200.00	15.50	25.00	28	39	729	7,982,936	215.50	850,755	325,244	.....	154,839	18,797	26,098	6	.....	..
Cincinnati and Springfield	1,100,000	2,500,000	3,600,000	48.50	.....	6.00	...	...	.....	3,600,000	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Cleveland, Columbus, Cincinnati and Indianapolis	13,833,534	3,000,000	16,833,534	341.00	50.00	78.00	126	83	3,239	14,413,282	391.00	4,353,696	1,183,388	.....	210,000	144,026	.....	.	843,026	7
Cleveland and Mahoning	2,059,200	1,164,000	3,223,200	79.50	.....	7.95	...	...	.....	3,147,934	.....	274,907	261,614	.....	85,083	45,000	.....	.	83,401	7
Cleveland, Mt. Vernon and Del.	1,200,000	2,300,000	3,750,000	102.00	.....	5.02	11	10	460	2,575,125	156.50	300,347	126,728	24,455	121,493	.....	.....	.	.....	..
Cleveland and Pittsburg	11,250,854	3,842,500	15,093,354	166.75	32.75	59.00	78	62	2,407	11,804,024	225.50	3,298,846	1,717,567	85,000	261,575	32,363	.....	.	863,678	7
Columbus, Chicago and Indiana Central	13,252,664	24,221,374	37,603,012	521.10	60.90	58.20	...	...	.....	36,919,288	.....	1,294,274	1,294,274	.....	1,294,274	.....	.....	.	.....	..
Columbus and Hocking Valley	1,113,170	2,005,000	3,173,607	76.00	13.00	13.00	16	12	1,252	3,358,813	89.00	682,195	373,533	.....	144,468	.....	.....	.	.....	..
Columbus, Springfield and Cincinnati*	.....	.....	.....	.....	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Columbus and Xenia†	1,786,200	302,000	2,088,200	55.00	.....	13.26	...	...	.....	1,493,146	.....	168,942	168,942	.....	21,409	.....	.....	.	147,533	8
Dayton and Michigan	3,400,497	3,337,000	7,001,418	140.71	.....	20.21	23	19	686	6,723,831	142.00	1,082,922	366,191	.....	259,475	30,000	40,228	8	16,848	0.7
Dayton and Union	86,000	527,445	624,495	31.78	.....	1.82	4	7	75	612,015	36.78	134,148	52,209	13,967	10,800	.....	.....	.	.....	..
Dayton and Western†	.....	674,000	674,000	38.00	.....	3.80	...	...	.....	850,000	.....	49,708	49,708	5,500	39,111	5,097	.....	.	16,000	8
Harrison Branch‡	200,000	.....	200,000	7.00	.....	0.49	...	...	.....	200,000	.....	16,000	16,000	.....	.....	.....	.....	.	.....	..
Iron	129,550	.....	144,999	13.00	.....	1.00	3	6	146	322,668	13.00	95,882	27,478	.....	.....	32,000	.....	.	.....	..
Junction (Cin. and Ind.)	3,055,000	2,098,000	8,187,159	98.40	.....	6.12	15	17	250	4,969,374	98.40	295,959	28,523	.....	2,450	.....	.....	.	.....	..
Lake Erie and Louisville	974,000	500,000	1,487,342	37.00	.....	3.00	3	3	38	1,487,342	37.00	71,652	27,894	.....	.....	.....	.....	.	.....	..
Lake Shore and Michigan Southern	35,000,000	26,423,000	63,914,424	540.00	533.80	532.00	410	225	8,073	57,086,749	1,131.80	16,210,585	4,833,903	133,800	1,901,357	.....	53,350	10	2,787,710	8
Lake Shore and Tuscarawas Valley	744,938	2,000,000	3,134,371	37.00	.....	1.12	6	...	35	2,838,252	37.00	18,188	(5 mos.)	.....	.....	.....	.....	.	.....	..
Liberty and Vienna	200,000	.....	200,000	8.00	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Little Miami†	4,108,250	1,580,000	5,688,250	84.00	16.00	48.00	...	...	.....	4,557,517	196.00	698,381	687,446	218,650	102,327	.....	.....	.	415,174	10
Mansfield, Coldwater and Lake Michigan	345,661	.....	351,661	.....	.....	.....	...	...	.....	474,851	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Marietta and Cincinnati	13,993,952	9,304,447	25,189,466	19.08	86.00	45.20	64	48	1,371	21,795,448	284.80	1,850,717	Loss	22,146	628,500	.....	.....	.	.....	..
Marietta and Pittsburg	1,150,000	1,500,000	2,650,000	50.00	2.00	3.00	4	6	66	2,650,000	35.00	60,792	(9 mos.)	.....	.....	.....	.....	.	.....	..
Massillon and Cleveland	194,755	100,000	298,399	12.50	.....	4.00	...	...	.....	315,729	.....	20,000	19,372	.....	7,965	.....	.....	.	.....	..
Newark, Somerset and Straitsv.	848,000	800,000	1,728,000	43.70	1.19	1.47	...	...	.....	1,728,000	.....	28,000	28,000	.....	.....	.....	.....	.	.....	..
Niles and New Lisbon	500,000	500,000	1,059,584	35.80	.....	3.30	5	2	134	1,151,651	35.30	179,553	85,375	.....	35,108	.....	.....	.	.....	..
Ohio and Mississippi	24,030,000	10,111,850	34,470,752	340.00	53.00	131.00	122	81	2,580	34,470,752	393.00	3,343,846	984,008	.....	616,288	20,134	285,197	7	.....	..
Painesville and Youngstown	255,997	.....	255,997	11.00	.....	4.7	2	2	25	255,997	.....	(total length 64.4 miles.)			.....	.....	.....	.	.....	..
Pittsburg, Cin. and St. Louis	5,433,500	10,002,540	19,429,793	193.00	7.50	33.70	307	196	4,021	18,432,871	978.50	9,802,815	2,101,313	1,984,680	684,188	.....	.....	.	.....	..
Pittsburg, Ft. Wayne & Chicago	21,614,286	13,623,000	35,254,515	468.30	.....	170.19	233	150	4,728	26,288,122	503.30	9,312,318	4,423,103	.....	950,572	128,100	33,068	7	1,408,761	7
Rocky River	75,862	30,000	113,368	5.53	.....	0.36	2	6	3	124,169	5.53	15,091	3,559	.....	2,349	.....	.....	.	.....	..
Sandusky, Mansfield & Newark	930,623	2,307,842	3,238,466	116.25	.....	11.25	21	27	236	3,219,465	161.14	574,951	37,802	28,000	163,509	.....	.....	.	.....	..
Toledo, Wabash and Western	16,000,000	17,700,000	33,700,009	448.50	154.25	60.50	187	89	4,554	33,700,000	602.75	6,000,384	2,009,305	50,000	1,237,930	.....	70,000	7	.....	..

* Consolidated with the Cincinnati, Sandusky and Cleveland Railroad.

† Leased to Pittsburg, Cincinnati and St. Louis Railway Company.

‡ Leased to White Water Valley Railroad Company of Indiana.

§ Leased to Marietta and Cincinnati Railway Company.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,563
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,128
1873	852,860	694,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,183
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,169	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,104	5,156,326
1873	352,568	402,477	424,614	412,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	485,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,006,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,550,023	1,525 243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1,329,422	1,515,382	1,541,958	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,326	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,784
1873	580,499	562,949	651,962	544,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	267,411	303,915	306,944	296,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,428,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480 847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	475,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,223	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,649
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.135	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	750,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,868	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,039	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	175,169	155,480	1,926,674
1873	144,209	169,454	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,838	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,348
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	484,465	614,175	565,811	621,351	489,341	466,051	5,944,570
1873	370,290	405,110	471,801	446,527	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	278,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	...
Sept. 30,'71	11.53	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	19.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,757	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	...
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,1 3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3[illegible]	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	...
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35¼
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	...
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	264,295	123,540	137,000	—	85,554	27,669	—	100	100	...
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,010	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10¼	...
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	...
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57⅞
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	63½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	...
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,300	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,890	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City..... ..N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	...
Oct 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	52	32	Salem.....Mass.	203,733	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	57
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,[illegible]07	6,438	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19¼	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	...
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	21
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	33,673	160,799	29,020	—	100	100	...
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	556,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	755	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa	584,898	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,218	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. pc	Interest. Payable.	Principal Payable.	Market Price.
	$				
Albany.					
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	...
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	...
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River.					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	...
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S.	'74'5	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	...
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1888	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	...
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&[illegible]	1885	....
Conv. bonds.....	315,000	7	M&N	1888	...
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	d19,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	...
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester.					
1st Mortgage.....		7	.....	....	....
2d Mortgage.....		6	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J&O	Apl. '73 1½
Blossburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,485,900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey.100	20,000,000	J.A J&O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung* 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N Western.100	15,033,480	J. & D.	Dec. '72 3
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*— 50	1,786,800	M.J.S.D.	J e'73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '73 5
Concord..... 50	1,500,000	M. & N.	May '73 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..100	2,100,000	F. & A.	Feb. '73 3
Connecticut River 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,110	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	38,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '73 3½
Hannical & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug '71
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami.* 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill* 50	3,640,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. &. A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989.548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '73 5
Milwaukee and St. Paul.100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	14,008,100	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem.100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 160,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri 100	3,635,750	— & —	Apl. '73 1½
Panama 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '73 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Port'land and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Feb. '73 5s
Rutland* 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,090,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 50	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred) 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D	June '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal. 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold. 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	115¾
.. ..coupon	4,656,000	6	" "	1880	122¾
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,555,050	6	Jan. & July	1881	115¾
.. ..coupon	63,765,700	6	" "	1881	122¾
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	115¾
.. .. .. (5-20s).....coupon	232,745,900	6	" "	1882	116½
Loan of March 3, 1863.....registered	53,542,450	6	Jan. & July.	1881	115¾
.. ..coupon	21,457,550	6	" "	1881	122¾
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	34,365,400	6	" "	1884	116½
Loan of March 3, 1865 (5-20s).....registered	36.445,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,159,400	6	" "	1885	118½
.. .. 2d series (5-20s).....registered	58,818,200	6	Jan. & July.	1885	118
.. .. .. (5-20s).....coupon	148,633,300	6	" "	1885	119
.. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	115¾
.. .. .. (5-20s).....coupon	224,700,450	6	" "	1887	121¾
.. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117¾
.. .. .. (5-20s).....coupon	24,432,900	6	" "	1888	120½
Loan of March 3, 1864, (10-40s)....registered	140,099,750	5	Mar. & Sept.	1904	113
.. .. .. (10-40s).....coupon	54,467,550	5	" "	1904	115
Consols of July 14, '70 & Jan. 20, '71.registered	129,182,300	5	F. M. A. & N.	1881	115½
.. .. coupon	70,817,700	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	402,896,210	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64...	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W.& Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.	'72-'74	89
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl.&Gulf R.R.,'58,'59,'60&'61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	50
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1882	106
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	..
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	.. .
.. S. W. Br. of Pacific R. R. bonds, guar...	14,496,000	7	" "	'74- 90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	28
.. .. .. '66..-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79½
.. State Bonds (direct)	4,519,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98¼
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97¼
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87¼
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98¼
Loan of 1850-'80	579,500	6	" "	"	1880	97½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	35
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	96
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99¾
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	94
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,250	7	" "	"	'80-'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85¾
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104¾
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81¾
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96¾
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	93
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104¾
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96¾
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	89½
Equipm't(Eng &Cars,$2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	335,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89¾
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar	1,358,000	7	May & Nov.	" "	1875	97½
4th (now 3d) Mortgage guar	1,096,000	6	Jan. & July.	" "	1892	87
Consol. sinking fund guar	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	70
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	99
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	102
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97¼
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1920	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100¾
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86¾
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99¾
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104¾
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89¾
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Atl.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31¾
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	99
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	...
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101¾
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1895	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	100
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,160,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,860	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90¾
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1905	93½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96¾
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (B. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	77½
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	98
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	101
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	92½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
Consolidated Mortgage June 1, 1871. Dollar registered	3,414,000	7	" "	"	1911	101½
Consolidated Mortgage June 1, 1871. Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	106½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	97½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	350,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100¾
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'94	78½
Rich., Fredericksbg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	112,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	'87-'5	...
1st Mortgage.....	175,000	8	April & Oct.		....	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	95
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97⅞
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92¾
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	93½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	74
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1862	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	96
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	85½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	61½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	29
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	...	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	94½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80½
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

UNIVERSITY OF MICHIGAN LIBRARIES

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed and	sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	263,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶ .....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	22	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown .....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.6	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S. C. & N. C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N. Y. Penn. & O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Central	of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	172
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)		103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec. 31, 1871	21.2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,982,342	2,127,983	10	100	144½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,918	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	27
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	134½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	119½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N. Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept. 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N. Y. & Penn.	983,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,398	320,574	2,406,840	1,111,881	10s	100	106
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(9¼ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed January	1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N. Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1,	1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—	(Recently	opened—	No repor	t.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,768,373	3,944,103	990,591	6,841,379	3,035,235	10	100	105½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.6	.....	.....	.....	8,982,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S. Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers .....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	(Leased to	Pennsyl	vania.)			—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,284,906	.....	273.1	451,522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,389,307	*	304,930	84,463	2,153,300	834,262			90,738	63.8	586,586	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—				—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,099	—	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	—	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	110½
Apr. 30, 1872	360.0	43.3	—	—				—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	105
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	—	(Opene	d during	1870—'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	—	73.0	(No retur	ns furnish	ed.)			—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	.....	—	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—	—	(Recently	opened.)				—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	1389	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	77½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	—	—	—	(New roa	d—No rep	ort.)			—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	...	...	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	109½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078,000	3,078,000	.....	.....	—	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	—	(Leased	to Chic. R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)		—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cinncinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Lafa	yette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)			—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,884,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	15
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)				—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	87½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641,501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	87½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	31½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,860	225,000	282,126	—	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)			—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,519	119.5	.....	.....	.....	925,000	153,088	10	50	166
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	88½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	139
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	41.0	(R	ecently op	ened—no	returns.)			—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0	.....	Recently	opened.)				—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,600	.....	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,178	—	202.0	.....	.....	.....	1,101,612	371,376	¾	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	—	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	—	—	.....	(Leased	to Little	Miami.)			—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	5,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,000	234,108	2,363,568	3,351,484	1,549,693	10a	100	105
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,865	371,903	195,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	—	.....	.....	1,216,000	1,216,000	.....	—	—	.....	(Opened	in May 18	72.)			—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	—	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)	—	—	—	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,886,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)			—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	—	—	65.0	(R	cently op	ened—no	returns.)			—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	...	...	...	....	Detroit, Howell and Lansing	Michigan.	6,276,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0	.....	(A new li	ne—no ret	urns.)			—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	.....	.....	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	—	(No info	rmation	furnishe	d.)	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	63
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—	—	(Opened	August 20,	1871.)			—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,638	1,500,000	562,326	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	80
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	138,971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	105
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	(No info	rmation	furnishe	d.)	—	—	—	28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	...	...	....	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	58 0,000	.....	—	40.0	(N	o stateme	nt furnish	ed.)			—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—	—	(Complet	d in 1871 a	nd 1872.)			—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,342,740	*	.....	.....	86,536,910	26,398,800	—	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	62½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	.....	.....	134,600	—	40,000	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	—	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	230,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0	.....	(No retur	ns furnish	ed.)			—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—	—	(Recently	completed	.)			—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	.....	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connell	sville.)		7½	50	....
Sept. 30, 1871	50.3	43.7	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817,660	177,000	98,824	41,740	93.3	666,657	1,793,722	.....	1,327,341	316,738	8	100	131
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

UNIVERSITY OF MICHIGAN LIBRARIES

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,500,000	—	.....	—	1,000,000	2,300,000	.....	—	—	(Oper. by	Ft. Way	ne Jackso	n & Sag.)		—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by	Boston,	Clinton &	Fitchburg.)		—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124,254	29,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,615	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilmen, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently	opened.)				—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operat	ed by cont	ractors.)			—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased	to Michig	an Central	l.)		—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,283	2,064,502	17,442,945	38,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased	to Del., L	acka. & W	estern.)		—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin.....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opene	d Decemb	er 19, 1871	.)		—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No s	tatement	furnish	ed.)	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,635	—	100	37
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	.....	38,159	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	184,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	—	1,182,550	700,000	.....	—	—	(Leased	to Pennsy	lvania.)			7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	...	...	...	...	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Con	solidated	in N.	Y., N.H	aven and	Hartford	R. R.)		—	...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	969,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703,000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,000	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Flint &	Pere Mar	quette.)		—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased	to New H	aven & N	orthampt	on.)	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns f	urnished.)			—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,562	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	21
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,732,847	10	100	112
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	—	1,000,000	1,000,000	.....	—	65.5	(Leased	to Chicag	o Burl. &	Quincy.)		—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640,000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	constructi	on, to cost	$4,500,000.)		—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,338,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,527,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	...	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,784	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	to Illinois	Central.)	304,369	126,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,884	120,501	92,879	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,386	.....	82,617	34,292	1,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 mo	nths.]	357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased	to Erie.)				—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515,294	388,278	1,290,960	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o & Alton	.)		7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Central	l.)		8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21,489	206,270	.....	127,543	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased	to Lake S	hore & Mi	ch. Sout	hern.)	6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased	to Michig	an Central	l.)		—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,677	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recent	ly opened	—operatio	ns not re	ported.)	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	—	720,000	720,000	.....	—	—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,582	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....		(Recently	opened.)			—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80.0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	—	1,000,000	1,300,000	.....	—	—	(Leased	to Tol. W	estern.)			—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	—	117,073	666,000	.....	—	—	(Leased	to Tol. W	estern.)			—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,693	1,943,162	3,725,425	14,797,975	4,584,369	8	100	91½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—		(Recently	opened.)			—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*				5,125,000	7,700,000			211.0				429,225	10,233	—	100	
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence.....Pennsylvania.	633,170			14,682	285,050	355,000			8,290	—	(Leased	to Pittsb.,	Ft. W.& C	hicago.)	56,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000				600,000	500,000				21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	$42,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367			177.1	376,806	106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925			18,158,600	9,219,000	645,142			236.2	3	867,271	1,573,748	5,290,725	1,828,695	10	50	121½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami.....Ohio	5,673,900	*			4,107,900	1,564,000				196.0				1,777,722	517,919	8	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.		*			6,000,000	8,500,000				....		(Under	construct	ion.)			—	100	
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,416,188				2,646,100	771,500				38.8	(Lea	to Phila. &	Reading.)			7	50	93
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616				34,850	40,000	686			9.5	sed	4,703	15,635	70,546	1,816	—	50	
Mar. 31, 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*			1,500,000	1,500,000				....	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,340	490,405	150,866			24.5	48,419	44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*			3,000,000	1,500,000	180,000			158.0				830,661	261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,735,914				4,198,582	4,300,000				—		(Leased to	Chicago a	nd Alton	.)	—	100	
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667		172.7	746,783	446,977	209,187	995,426	254,684	—	100	76
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,318	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398		392.5	1,859,701	466,427	535,711	3,158,007	1,054,635	7	100	
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.		*			3,000,000					288.0		227,340	174,577	787,311	148,171	—	100	
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence.....Massachusetts.	363,500	*		17,342	200,000	66,700	11,164	102,636		12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	97½
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L.Ind.& Ill.	1,057,495	*	115,500	64,593	1,168,153		68,732	703		10.0		(Under	construct	ion.)		—	100	
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000				600,000					20.8	(Leased	to Summit	Branch.)		62,500	11½	20	
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900				1,631,900	770,000				78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.....Georgia.	7,250,000	*			3,500,000	3,750,000				197.5		(Not repo	rted—Sma	ll.)		—	100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*			2,500,000	150,000				199.0				674,921	266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶.....Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267		357.0	934,585	584,507	314,902	1,568,436	441,797	—	100	55
Mar. 31, 1871	22.4	3.6	3.2	—	—	—	—	—	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	34,736	1,000,000		15,297	91,563		22.4		(Operated	by Concor	d.)		10	100	136
Sept. 30, 1871	23.0	—	1.5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162		14,889	444	290,000	300,000	190,916			23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	331	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738		13,980,080	8,844,447	2,238,426			283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.		*			1,235,000	1,500,000				—	(Will be	completed	100 miles	in 1872.)		—	100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*			500,000	1,000,000				54.0		(No retur	ns obtaine	d.)		—	100	
Jun. 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley.....Canada.	800,000				400,000	400,000				33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington.....Kentucky.		*				700,000				49.5	(Recentl	y opened	—No retu	rns.)		—	100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.Tenn., Miss. & Ala.	8,753,559	*	1,157,068		5,312,725	4,157,387	469,855			308.0	801,661	313,017		1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	118	Memphis, Clarksv. and Louisv. ¶..Tenn.			(Owned	and oper.	by Louisville and	Nashvill	e.)			82.6	352,636			462,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	96	Memphis and Little Rock.....Arkansas.						2,700,000				131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*			1,074,289	3,500,000				130.7	497,646	210,189		924,207	205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset.....New Jersey.	506,443				265,625		55,000			4.7	(Leased	to United	Companie	s.)		—	100	
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*			800,000	250,000	424,000			27.0				73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	—	—	—	—	Michigan Air Line (E. D.)...Mich. & Ind.						225,000				20.0	(W.Div.	owned by	Michigan	Central.)		—	100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187	17,987,048	6,200,293	460,863	899,889		714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	101½
Dec. 31, 1871	67.0	—	3.5	—	4	7	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*			450,000	800,000				67.0	(Recentl	y opened	—No retu	rns.)		—	50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30·084	1,297	6,063	148,075		9,691	24,598		85.4	21,350	351,598	31,786	35,043	6,981	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford.....New York.	159,618				121,420	68,500				—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	350,476				121,730	225,000	64,800			13.0	23,870	29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233		89.0	278,648	69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific.....Nebraska.	2,600,000	*			1,500,000	1,100,000				58.0	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115				65,426	118,500				12.5		(Leased to	Pennsylva	nia.)		—	25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul.....Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,215	18,151,339	630,009	1,781,801		1,018.0	3,634,939	849,631	1,463,155	6,690,695	2,840,341	—	100	54½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*			510,000	18,000 p.m				45.0	(Recentl	y opened	—No retu	rns.)		—	100	
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957				3,850,450					—	(Leased	to Phila.&	Reading.)			8	50	105½
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*			1,200,000	320,000				41.0		(No retur	ns furnish	ed.)		—	100	
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000				770,000	1,000,000				38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.		*				4,557,980				237.0				1,263,981	loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	168	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833			825,407	2,196,547	380,439			100.0	245,025			486,071	227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo.& Io.	1,600,000	*			800,000	800,000				—	(Recentl	y opened	—No retu	rns.)		—	100	
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*			1,500,000					62.0	(Recentl	y opened	—No retu	rns.)		—	100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*			12,045,000	12,491,000				463.0		(No infor	mation.)			—	100	36
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.Kansas.	12,900,000	*			5,950,000	6,950,000				161.0				683,882	258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003				250,000	564,398	3,606			—	(Operat	ed by Mob	ile and Oh	io.)		—	100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145			87.0	100,735	48,778		201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,500	769,046			164.0				667,639	150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	—	....	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536		517.6	1,432,823	385,300	333,638	2,739,448	845,250	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*			197,500	99,825				....	(Recentl	y complet	ed—No re	turns.)		—	100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*			700,000	2,300,000				—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York	288,931				150,315	177,000				10.3		(Leased to	Erie.)		25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.										80.0		(No infor	mation.)			—	100	
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York	1,054,956		53,329		418,500	650,000	39,786			23.8	15,207	22,290	11,329	26,807	11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex.....New Jersey.	25,360,240				13,698,250	11,614,000				118.0				2,987,211	668,914	7	100	94
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759		800,000		64,325	126,715		43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228			173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120		132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern¶.Tenn. & Ky.		(Sold to	Nashvill	e and C	hattanoo	ga.)				172.5	544,211		59,145	444,389	257,542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck.....Connecticut.	2,041,451	*	137,513	121,139	1,872,400	112,500	28,913	286,290		61.5	217,452	334,121	183,247	624,762	240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,367,285				977,150	600,000	789,735			—	(Leased	by New J	ersey Cen	Central.)		7	50	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000				700,000	800,000				—	(Leased	to Balt. &	Ohio at 30	p. c.)		—	100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686		36.2	128,370	325,136	130,095	258,418	52,559	8	100	150
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N.Bruns.	2,500,000	*				972,000				126.0		28,005	97,443	144,439	57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan.....Conn.	245,983				163,905	75,756	5,689			....						—	100	
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249				600,000	93,300	2,000			14.9	(Leased	to Pitts.,F	t. Wayne	and Chic	ago.)	10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*			424,000	525,000				13.3		(Opened	August 18	71.)		—	100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.		(Unfini	shed.)		3,000,000	4,500,000				23.0			8,044			—	100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.Conn. & Mass.	3,011,206	553,984	172,563	263,632	2,100,000	1,600,000	249,868	61,537		99.0	340,268	355,023	199,582	546,209	150,515	—	100	
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*			7,295,200	400,000				33.0	(Include	d in Unite	d Compan	ies.)		10	100	120
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	6,500,000	*			2,000,000	4,500,000				68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.		*	1,106,000		4,000,000	2,870,000				115.5	257,021	334,921	87,313	403,227	165,005	—	100	33½
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000		63,499		115.6	370,953	437,263	222,390	505,355	138,998	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.¶.L. & M.					4,200,000	9,500,000	1,000,000			206.0				1,669,777	404,685	—	100	
Dec. 31, 1871	313.0	—	....	535.0	....	....	....	....	N. O. Mobile and Texas....Ala. & Nash.		*								200.0						—	100	
Sept. 30, 1871	441.7	288.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.N.Y.	60,413,657				89,428,330	15,231,719	1,167			844.5	10,631,797			21,972,105	8,269,816	8	100	100½
Sept. 30 1871	120.7	21.2	45.5	—	39	85	36	725	New York and Harlem.....New York.	13,305,080	1,592,481	1,678,798		8,500,000	6,717,725				156.9	862,174	1,682,500	323,409	2,698,763	929,088	8	100	132

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North. N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,908	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac.....New York.	229,116	—	—	—	135,300	—	74,700	—	7.0	—	(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	186.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	140
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland.....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,214	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ‡.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ‡ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	89,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainabl	e.)	—	—	—	72.0	—	(No accou	nts.)	—	—	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	520,541	—	50	96
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ‡.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	20	15	5	536	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,692	181,100	445,210	722,774	187,741	8	100	107¾
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—	—	(Leased to	Erie Com	panyr)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	0..	....	....	....	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	—	278 0	—	(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ‡. Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	132
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia.....Nova Scotia.	6,942,765	*	—	—	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,805	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	55
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*	—	34,259	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	63.0	19.7	—	87	43	24	1,871	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	41
Oct. 31, 1871	95.0	3.5	43.0	—	82	19	5	314	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	63¾
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	113¾
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark.....New Jersey.	808 022	59,000	.....	—	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ‡....Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121.911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	260,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	...	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse.....New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....	—	21.0	—	(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ‡.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	46
Dec. 31, 1871	63.5	—	6.3	161.5	6	5	2	43	Paducah and Gulf .....Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5	—	(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	—	—	—	—	(Under	constructi	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5	—	(No	returns.)			—	100	112
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	34.0	—	(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5	—	(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1	—	(Leased t	o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,756	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recenti	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	287	129	11988	Pennsylvania .....Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	110¾
Dec. 31, 1871	47.0	15.0	57.0	—	23	8	—	2,485	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.	251,098	—	—	—	132,412	700,000	100,000	—	—	—	(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York. N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	—	(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ‡.....Virginia.	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	85	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ‡.....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175¾
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	117¾
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	119¾
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,556	Philadelphia, Wilm. and Baltimore. Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,589	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	118
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,629	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ‡.....Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic..P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93¾
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....	—	(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth.....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	....	66.0	2	....	....	....	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	—	(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	53	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern.....New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142¾
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2 0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,570	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	105
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,285	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,[illegible]00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0		(No retur	ns furnish	ed.)		—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	216.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)		—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0		(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	—	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	29¾
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	86
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,848,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26	, 1871—No	returns.)		—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern.Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,739,231	*	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	250,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,879	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,875	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	14	100	31¼
Jun. 31, 1871	116.3	—	10.7	—	21	15	6	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	880,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,862	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	8,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	—	—	—	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	2,696,600	*	.....	.....	2,667,600	1,622,000	.....	—	157.0		(No report	furnishe	d.)		—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	5	14	South Shore .....Massachusetts.	501,595	*	3,650	19,550	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,850	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,858	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	18.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,388	456,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32¾
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,653,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey.N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	.)		8	100	69
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	26,446	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	83¼
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,660	95,063	20,193	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgia.)			306,088	.....	—	138.0	166,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,855,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,069	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	8.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,987	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	82,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	153,968	181.0	502,792	109,174	89,055	570,530	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,879	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	118¾
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,028,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	84¾
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,311	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.5	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)			—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— — @ 55 —
Gartsherrie		56 — @ 57 —
Glengarnock		— — @ 48 —
Eglinton		46 — @ 47 —
Pig, American, No. 1		48 — @ 50 —
Pig, American, No. 2		48 — @ 44 —
Pig, American, Forge		38 — @ 40 —
Bar, Refined, English and American		— — @ — —
Bar, Swedes, assorted sizes	(gold)	137 50 @142 50

—STORE PRICES.—

Bar, Swedes, 1½ x ⅜ & 1¼ x ⅜ to ⅝ & ¾ sq. 1¼ to 5x⅝ to ⅞ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½		— — @ — —
Bar, Refined, ⅞ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		— — @ 97 50
Bar Refined, 1½ to 6 by ⅜ & 5-16 in		— — @102 50
Bar Refined, 1 & 1½ by ⅜ & 5-16		— — @105 —
Large Rounds, 2½@2¾ to 3¼ @4 in		105 — @117 50
Scroll		115 — @145 —
Ovals and Half-round		142 50 @145 50
Band, 1 to 6 in. by 3-16 to No. 12		— — @115 —
Horse Shoe		— — @122 50
Rods, ⅜@1-16 inch		102 50 @145 —
Hoop, ⅞ by No. 22 to 1 & 1¼ by 13 & 14		122 50 @170 —
Nail Rod	per lb.	— 9¼@ — 9¾
Sheet Russia, as to assortment	(gold)	— 16¼@ — 18
Sheet, Single, D. and T. Common		— 6¼@ — 7¼
Sheet, Doubles and Trebles, Charcoal		— 7¼@ — 8¼
Sheet Galvanized		List 10 per ct. disc,
Rails, English	(gold) per ton.	70 — @ — —
Rails, American, at Works in Penna. c'y.		80 — @ 82 50
Anvils (Eagle)	per lb. currency.	— 9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18¼@ — 23
English Spring (2d and 1st quality)		— 9¼@ — 10¼
English Blister (2d and 1st quality)		— 14 @ — 18½
English Machinery		— - @ — 14¼
English German (2d and 1st quality)		— 12¼@ — 14¼
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Cast Spring		— — @ — 11
American Machinery		— 11¼@ — 12
American German Spring		— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 75 @ 5 —
8d. and 9d. "		5 — @ 5 25
6d. and 7d. "		5 25 @ 5 50
4d. and 5d. "		5 50 @ 5 75
3d. "		6 25 @ 6 50
2d. and 3d. Fine		7 — @ 7 25
Cut Spikes, all sizes		5 — @ 5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— — @ — 36
Straits	(gold).	— — @ — 31
English	(gold).	— — @ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	11 — @11 37½	13 25 @ 13 75
I. C. Coke	8 62½@ 9 25	10 50 @ 11 50
Coke Terne	7 75 @ 8 75	9 50 @ 10 75
Charcoal Terne	9 50 @10 —	11 75 @ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 8¾@ — —
Crude 40@47 gravity (in shipping order)		— 14 @ — —
Refined, Standard White (in ship'g order)		— 19¾@ — 19½
Refined, S. W. (in jobbing lots)		— 19¾@ — 20
Refined, S. W. (in tin)		— 25 @ — 26
Naptha, Refined (65@73 gravity)		— 10¾@ — 11½
Residuum....(in shipping order)	per gall.	— 11 @ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @— 42
Copper, Bolts		— — @— 45
Copper, Braziers' (over 16 oz.)		— — @— 45
Copper, Nails		— — @— 45
Copper, Old Sheathing, &c., mixed lots		— 28 @— 30
Copper, American Ingot		— 30 @— 30½
Copper, English Pig		— 29 @— 29½
Yellow Metal, New Sheathing & Bronze		— — @— 27
Yellow Metal, Bolts		— — @— 32
Yellow Metal, Nails, Sheathing & Slating		— 27 @— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @ 6 87½
German Ordinary	(gold)	6 75 @ 6 87½
English	(gold)	6 75 @ 7 —
Bar		— — @ 9 25
Pipe		— — @10 50
Sheet		— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16¼c. pr. lb.		
Tatham's improved Tin-Lined Lead Pipe 16¼c.		

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @18 —
Liverpool House Cannel		— — @22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston, Hart. & Erie	2¼	....	2¼	2¾	2½	2¾
Canton Co.	....	....	....	....	....	99
Central Pacific 6s	103½	....	....	103¼	103½	103
Central of N. Jersey	105½	....	106	106	105½	....
Chicago & Alton	110¼	....	110¼	....	....	....
" pref.	....	....	....	....	112	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Ins. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	....
" pref.	84½	....	85¼	85	....	....
" 1st M.	101¼	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	89½
Chic., Rock Isl. & Pac.	108¾	....	109	110¼	110¼	109¾
Chi., R. I. & Pa. 7s, 1896	104	....	104½	....	....	104½
Clev., Col., C. and Ind.	87¾	....	....	....	....	87½
Clev. & Pittsburg guar.	87½	....	88	87½	....	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	30	....	30½	31½	31¼	31½
" 1 M.	....	....	88	88½	....	88½
" 2 M.	....	....	70	70	....	....
Del. & Hudson Canal	....	....	117½	....	....	118¾
Del. Lack. & Western	104½	....	105	105	105	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	63½	....	63¾	63¾	65	62½
" pref.	....	....	74	74	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	....	....	....	37
" pref.	....	....	54	54½	....	....
" 8s, conv.	....	....	....	86½	86¾	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	113½	....	....	....	113	112
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90¾	....	91	92½	92½	91½
Lake Shore Div. bonds.	93½	....	....	....	....	93½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	102	....	....	....
" S.F. 8s, 1882	....	....	....	112½	....	....
M. S. and N. I. 1 M. S. F.	102½	....	....	....	....	103
" 2 M.	....	....	98	98½	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	54¾	....	55½	55½	55½	54¾
" pref.	73	....	....	73	....	73
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	77½	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	95	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93½	....	93½	93	....	93¾
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	....	....	94	....	....	94
" 1st mort.	....	....	....	....	....	104
" 2d mort.	....	....	99	....	....	....
N. Y. Cen. & Hud. Riv.	100½	....	101¾	102	100¼	101½
" 7s, S.F. 1876	....	....	....	....	....	102
" 6s. S.F. 1883	....	....	....	....	91	90¾
" 6s, S.F. 1887	....	....	....	....	92	....
N. York and Harlem	....	....	132	132	132	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	16
Ohio and Miss.	41	....	41¾	41¼	41½	41
" pref.	....	....	....	....	....	....
" 2d M.	....	....	84½	84½	84½	84½
Pacific Mail S. S. Co.	41½	....	40¾	34	39¾	40½
Panama	110	....	....	111½	....	112
Pitts., Ft. W. & Chi. gtd.	93¼	....	93¾	....	93½	93¾
" 1 M.	....	....	....	....	....	107½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	40
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	101	101
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	80	....	80	81	....	79½
" new	....	....	....	80	....	79½
Tol., Wab. & Western	68	....	68½	69	69½	69
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	96½	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	83½
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	27	....	27½	27¾	28½	28½
" 1st mort.	86½	....	86½	86½	87	86½
" L. Gt. 7s	78	....	69	67½	69½	70
" Inc. 10s	....	....	58	60	61½	61½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	113	....	....	....
U. S. 5s, 10-40s, coup.	....	114¾	....	....	....	115
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	115½	....
U. S. 6s, 1881, reg.	118¾	....	118¾	....	115½x	115¾
U. S. 6s, 1881, coup.	122¾	....	122	....	122½	122¾
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	116¼	116½	116½	116½	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	116¾	....	116¾	116½	116½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	118½	....	....	118½
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	119½	....	119½	119	....	119½
U. S. 6s, 5-20s, reg. '67	....	....	115½	....	....	115¾
U. S. 6s, 5-20s, c. 1867.	121¾	....	....	121½	121½	121½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	120	120	120½	....	....
U. S. 6s, Pac. RR issue	....	....	....	113½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	98	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	94
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	41¾	....	41½	41¾	42½
" 6s, 1884	....	....	90	....	....	90
" Gold L.	....	94½	94½	....	94½	....
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61½	61½	61½	61½	61½	60¾
" 6s new coup.	....	....	....	....	96	....
" 6s new reg.	....	96	....	....	....	96
Little Schuylkill R.R.	....	....	....	....	46½	....
" 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	52¾	52¾
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	125
North Pennsylvania	47½	....	....	....	48	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	98½	98½	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	32	31½	....	31½	31½	....
" 7s	....	....	....	....	....	72
Pennsylvania R. R.	55½	55½	54¾	55	55½	55½
" 1st M.	....	102¾	102½	....	....	....
" 2d M.	98	98	....	....	....	....
" Gen. mort.	93½	....	....	93½	....	....
" " reg.	95½	....	....	....	....	96
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	105¾	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City. 6s	98½	98½	98½	95½x	....	....
" new 103	102½	102½	103	100x	100	....
Philad., Germ. & Nor.	....	....	87¾	....	....	....
Phila. & Reading	58½	58½	58	58½	58½	58½
Philadelphia and Erie	....	....	....	....	....	25
" 6s	....	....	....	....	90	90
" 7s 92	....	....	92½	92½	92½	92½
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	14½	....	....	....	....
" 6s, 1882	....	76¾	....	....	....	76¾
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	120	120	120½	121	....
Hestonville, (Horse)	....	....	19½	19½	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	32	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875	....	....	99	....	....	....
" 1886	....	....	100½	....	....	....
" 1890	99½	99½	99½	99½	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	98½	....	....	....
" " 1880.	97½	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	101½	....	....	101½	101¾	....
" 2d M.	89½	89½	90	90	90	....
" 3d M. 8s	83½	84	....	....	84½	....
Northern Central	38	38½	....	....	....	38
" bonds, 1885	....	....	....	....	....	....
" " 1900.	....	83	83	83	....	....
Pittsb. & Connellsv. 7s	....	....	....	97½	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55	55	....	54¾	....	54¾
" Defer. Certif.	....	....	....	10¾	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston and Albany	144¼	....	144¼	....	144¼	144¼
Boston and Lowell	....	....	134¼	....	....	....
Boston and Maine	....	....	120	119¾	....	119¾
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	35	....	35¼	33¼	35	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	105¼	....	....	105¼	105	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106	....	....	....	105¼	105
Fitchburg	133	....	....	131	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	103	....	102	101	101¾	101¼
Northern, N. H	....	....	112¼	....	....	....
Ogdens. & Lake Champ	....	....	....	55	....	....
" pref	....	....	....	....	....	....
Old Colony	....	....	112¼	112¼	112¼	113¼
Ph., Wil. & Baltimore	59	....	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	131	....
Union Pacific	....	....	....	....	....	....
" 6s	83	....	....	....	84	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	58	....	58	....	61	61¼
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	102	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	34	....	....
Copper Falls	23	....	....	....	24¼	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	9¼	....	....	....	10	....
Quincy	45	....	44¾	44¾	....	45¼

London Stock Exchange.

	Closing Prices. May 16.	May 23.
Atlantic & Gt. W. 1st mort., $1,000	77 — 79	79 — 81
Do. 2d mort., $1,000	66 — 68	68 — 70
Do. Con. mort. B'nds Blsch's Cert.	42 — 43	45 — 46
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	91 — 92	91¼ — 92¼
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid	46 — 46¼	49 — 49¼
Do. 6 per cent Convertible Bonds	95 — 96	95¼ — 96¼
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93¼ — 94¼	94 — 95
Illinois Central $100 shares all paid	87 — 89	88¼ — 89¼
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	99 —101
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort	— — —	— — —
Panama General mort	91 — 93	91 — 93
Pennsylvania, 2d mort	97 —99	98 —100
Do. General mort	98¼ — 99¼	98¼ — 99¼
Do. $50 shares	42 — 43	42 — 43
Philadelphia and Erie 1st mort	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, June 7, 1873.

Stock Exchange and Money Market.

Money has been in quite liberal supply all through the week; while the demand for accommodation from all sources has been much less active, and rates have favored borrowers in good standing, with call loans quoted at from 4@7, generally at 5@6; and choice to very good mercantile credits at from 6½@8@9 per cent per annum. The speculative inquiry, for use at the Stock and Gold Boards, has been comparatively moderate, especially in view of the restricted volume of dealings in both lines. In the way of discounts, there was not much activity, and the wants of the more prominent and responsible borrowers were quite promptly met at the ruling figures. The city banks indicated a gain in their legal tender hoard, with a falling off in other averages. The promise is that on the next exhibit, the specie reserve will show a handsome increase. The Treasury offices on Saturday issued $6,500,000 Gold Notes in redemption of Principal and in payment of accrued Interest of the Bonds of 1862, called in for the 1st of June, and nearly the whole of this will come out at the New York office; and in the absence of an export demand for the Gold itself, the Gold Notes will pass into the Banks and private Banking Houses. The Syndicate paid into the hands of Mr. Cattell, Special Treasury Agent, in London, on Saturday, $3,000,000 March and May Coupons on the Public Stocks, which were bought up abroad, and which accounts in good part for the smaller Gold Interest payments in New York this Spring. The difference here in March, April and May is $3,211,100 from September, October, and November. The Syndicate will make further reimbursements in Gold on account of whatever sum the Treasury may be called upon to advance in redemption of the Called Bonds.

The city banks reported a decrease of nearly 1⅝ millions in their deposit line, with an increase of over 1⅝ millions in their legal tender, and a reduction of 1⅛ millions in their specie reserves. They contracted their loan and discount averages nearly 1⅞ millions, and their circulation slightly.

The city banks are again handsomely ahead on their obligatory reserve, the last statement showing that they had $4,918,400 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, enlarged its coin balance 1⅛th of a million; while losing about 1⅛th millions of its currency reserve. Its currency reserves at the close of the week were $22,155,181; and its coin hoard, $44,267,099.

The clearances of the banks averaged through the week 91 millions a day, and amounted in the aggregate, for the whole week, to $454,272,030 as against $578,673,926 the preceding week. The U. S. Sub-Treasury at this point diminished its currency balance $1,130,683 and augmented its coin reserve $3,300,432 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $19,482,000, against $21,268,800 same time last year. The city bank deposits are now $208,136,500 against $226,070,900, week ending June 1, 1872. The legal tender reserve amounts to $44,332,300, against $53,870,500 same time last year. The circulation now stands at $27,447,100 against $27,522,000 same time last year. The loans are now $277,958,800 against $284,674,800 at this date last year.

The coin reserve of the city banks is now about 19½ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is 44⅜ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 208⅛ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $2,849,008 of currency, and $5,796,634 of gold, the latter including $1,574,000 from customs; and disbursed $3,979,691 of currency and $2,496,202 of gold, the latter embracing $714,694 of coin interest. The receipts of the office from all sources, in May, were $55,513,980, including $9,321,801 from customs; payments, on all accounts, $52,359,035, including $9,126,966 of coin interest on the public debt.

Government revenues have been yielding rather less satisfactory, since our last. The excises yielded within the week about 2¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $106,016,222. The customs at the port of New York, for the week, were $1,444,358, and at the outports, about half a million more, in coin or coin certificates.

The Gold speculation has shown much less spirit and buoyancy, since our last, though the operators for a rise have been resisting the adverse influences, especially of the liberal Treasury Disbursements, with remarkable energy and determination, favored, in part, by the cheaper terms for Monetary accommodation. The customs demand has been light, and the export drain comparatively limited. The range of the price during the week has been from 117⅜@118½ and the closing quotation on Wednesday was 117⅞ against 118¼ on Wednesday of the preceding week. The specie outflow last week, was $526,922. The Gold Exchange Bank clearances have averaged about 88¾ millions per day during the week.

The Treasury disbursements for May, exclusive of principal and interest of public debt, amount to $16,900,000.

The customs demand for Gold last week, averaged $314,800 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $13,504; and thus far in 1873, have been $1,783,164, against $706,126 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $123,595,314 against $146,414,424 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $72,305,910, against $74,638,455 during the same time in 1871-2.

The export drain of specie was $526,992 last week, against $4,243,064 same week preceding year. The shipments since July 1, 1872, have been $56,083,422 against $49,725,796 during the same portion of 1871.

Wednesday's specie exports were $768,235.

Foreign Exchange has been in moderate demand and somewhat irregular in price, since our last, closing weak. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108⅞; sight bills on London, at 109¾@101. The week's exports of Domestic Produce have been to the currency value of $5,326,442.

Under the official programme of the Treasury Department for June, Government proposes to sell during the month at least seven millions of Gold as follows: Thursday, June 5, $2,000,000. Thursday, June 12, $1,500,000. Thursday, June 19, $2,000,000. Thursday, June 26, $1,500,000. And to buy in a million of Five Twenties as follows: Wednesday, June 4, $500,000. Wednesday, June 18, $500,000.

Government securities have met with a ready sale, as offered, at remarkably well supported prices, on unusually light offerings of most issues. The last public debt statement indicated a further liquidation of $3,525,288, in May, according to the Treasury mode of computation.

Government bought in on Wednesday $500,000 U. S. Five-Twenties from 116 20@116 44, out of aggregate offering of $947,600.

U. S. sixes of 1881 closed on Wednesday of this week at 122½@122¾; U. S. Five-Twenties of 1862, 116½@116¾; U.S. Five-Twenties of 1864 at 116⅝@116⅞; U. S. Five-Twenties of 1865 118½

@118⅝; U. S. Five-Twenties of 1865 consolidated 119⅜@119⅝; U. S. Five-Twenties of 1867, 121¾@122; U. S. Five-Twenties of 1868, 120@120⅜; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881 (Funding Loan) 115⅜@115⅝; Six per cent. currency Sixes from 116¼@116½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 21.	May 28.	June 4.
Consols	93¾	93¾	92⅛
U. S. 5-20s, 1865	91½	91¾	91¾
" 1867	94	94⅛	94⅜
" 10-40s	88¾	88¾	88⅝
New Fives of 1881	89⅛	89⅛	89⅜
Erie	49	49	48⅝

State bonds have been moderately active but at variable prices on even the more popular issues.

The Railway and Miscellaneous share speculation has been less active, and less confident as to values, closing somewhat irregularly.

Railway Mortgage Bonds have been in good demand for investment purposes, at well supported figures. Central Pacific Sixes have been selling readily, closing strong at from 103¼@103½. Chesapeake and Ohio Sixes have been also in fair request at 88⅛ and interest. Western Pacific Sixes have been in moderate demand at 95. The Northern Pacific 7-30 Loan has been of ready sale at par and interest.

General business has been comparatively tame. Hardware, Earthenware, Dry Goods and Groceries, quiet, as a rule. In the Metal line Copper has further declined, under more liberal offerings and a restricted inquiry, with sales reported of 100,000 lbs. Lake at 30c., and 50 tons English at 29¼c. The first receipts of Lake this season have been reported, embracing about 800,000 lbs. Trade in Iron has been generally quite tame, though buyers have had the advantage as to values. Sales have been reported of only small lots of Scotch Pig at the quotations; 400 tons No. 1 and No. 2 American Pig at $48 and $46; 60 tons Wrought Scrap on private terms; and 250 tons do., deliverable at Providence, at $45. We quote Glengarnock Pig at $46 50@$49; Eglinton do. $46@$48; Coltness, $58@$60; No. 1 American Pig at $48@49; do. 2 do. at $46@$47; Wrought Scrap at $45@$48; English rails at $70, gold; American Rails at Works, $80@$82 50; old Double-head and T Rails at $52. Pig Lead has been very dull at 6¾c.@6⅞c., gold, for ordinary foreign. Spelter has been quite sparingly sought after at 7⅝c.@7⅞c., gold. Pig-tin has been in slack demand with Straits quoted at 31c., and English at 30c.; Banca, 36c.@36½c., gold. Tin Plates have been in limited request and quoted easier in price, with sales reported of 1,250 boxes Coke, part at $9 25; 150 boxes Coke Terne at $8 75; 500 boxes Charcoal at $11 25, and 300 boxes Charcoal Terne at $10 gold. Charcoal Plates quoted here at $11@$11 50; Charcoal Terne, at $9 50@$10; Coke, $8 50@$9 25; Coke Terne, $7 75@$8 75, gold, per box. Zinc inactive and wholly nominal.

In the leading kinds of domestic produce, the dealings have been moderate as a rule, though Wheat, Corn, and Oats have been active, having been offered much more freely and at lower figures. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,412,367 bales, against 2,625,745 bales same time in the preceding year; exports 2,400,356 bales against 1,871,585 bales in the previous year; stock at the ports at latest dates, 809,176 bales against 204,524 bales same date 1871.

Foreign goods have attracted less attention, closing heavily. The week's imports amounted to $6,515,921 including $1,057,804 of dry goods.

Ocean freights have been more active and quoted firmer especially for Grain and Petroleum room, which has been most sought after.

At the Live Stock Markets, Beeves have been in moderate request at from 9@13½ cts. Veals at 6@11 cts.; Sheep at from 4@7½ cts.; Swine at 5½@5⅞ cts. per lb., all live weight. The week's receipts were 9,204 Beeves, 4,778 Veal Calves, 18,807 Sheep and Lambs, and 28,822 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. 2d mort., 97½; Canada Southern 1st mort., 94; Pacific R. R., of Mo., 2d mort., 77¼; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Mil. and St. Paul 1st mort. LaC. div., 92½; do. Iowa div., 84½; Ohio and Mississippi 7s, consol. S. F., 95½; Michigan Central 7s, 100; Louisville and Nashville 7s, consol. 1898, 94; Boston, Hartford and Erie 1st mort., 35; Detroit, Monroe and Toledo, 1st mort., 98; Toledo, Peoria and Warsaw 1st mort., Bur. div., 86¾; Gt. Western 1st mort., 1888, 96; Hannibal and Naples 1st mort., 85½; Pacific R. R. 7s, guar. by Mo., 98¼; North Missouri 1st mort., 91½; Dubuque and Sioux City 2d div., 93½; Del., Lack. and Western 7s, conv., 103; Atlantic and Pacific pref., 25¼; St. Louis and Iron Mt. R. R., 86; do. 1st mort., 97⅞; Western Union Tel., 84⅞; do. 7s, 96; Am. Mer. Union Exp., 68⅛; U. S. Express, 70¼; Am. Coal, 62; New Central Coal, 28; Consol. Coal of Md., 54⅛; Pennsylvania Coal, 230½; Alabama 8s, 1893, 88; N. Y. State 7s, B. L., reg., 106½; N. C. 6s, Fund Act, 1866, 18; Brooklyn 6s, W. L., 95¼.

Philadelphia.—Oil Creek R. R. 1st mort., 82; Philadelphia and Reading Gen'l mort., 7s, coupon, 100½; do. reg., 101½; do. 7s, new conv., 106¼; do. deben. bonds, 79; Lehigh Valley 7s, new, 104½; Reading C. and I. deb., 88; Wilmington and Reading 1st mort., 100; West Jersey 7s, 101¾; Westchester and Philadelphia R. R. 7s, 101; Ithaca and Athens 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 79½; Lehigh Nav. conv. gold Loan, 96; Huntingdon and Broad Top Mt. R. R., 10½; do. pref., 15¼; do. 1st mort., 103; 10th and 11th streets R. R., 80; Philadelphia and Trenton R. R., 119¼; Catawissa R. R., 20¾; Camden and Atlantic pref., 42. The latest quotations are: City 6s, 95⅛@96; do. free of tax, 99¾@100; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 105¼@106; do. 3d series, 109@109¼; Philadelphia and Reading 58½@58¾; do. Gen'l mort. 7s, coup., 100¼@100½; do. reg., 101⅜@101⅝; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106¼@106½; United New Jersey R. R. and Canal Co., 121@121⅛; Camden and Amboy mort. 6s, 1889, 93⅞@94⅛; do. 1883, 92@92; do. 1889, 87¼@90; Pennsylvania R. R., 55¼@55¼; do. allotment, 54⅞@55; do. 1st mort., 102½@103; do. 2d mort., 98@99; do. General mort. coupon, 93@93¾; do. reg., 95⅞@96; Little Schuykill R. R., 46½@46⅝; Morris Canal, 50@50; do. pref., 124@125; do. 6s, 93½@95; Susquehanna Canal, 7¾@9; do. 6s, —@76; Schuylkill Nav., 7@7½; do. pref., 14⅛@14½; do. 6s, 1882, 76⅝@76⅞; do. 1872, 80@80; Elmira and Williamsport pref., 38@38½; do. 7s, 1878, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation 42@42¼; do. 6s, 1884, 90@90⅛; do. R. R. Loan, 92@—; do. Gold Loan, 94⅜@94½; North Pennsylvania, 48@48½; do. 6s, 98@98½; do., 7s, 98@98½; do. Chattle 10s, 106@108; Philadelphia and Erie, 25@26; do. 6s, 89@90; Minehill, 52⅝@52⅞; Catawissa, 20@21; do. pref. 42⅛@42¾; do. new pref., —@33⅛; do. 7s, 1900, 101¼@102¼; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 94½@—; do. reg., 96@97; do. 7s, 104⅜@104⅝; Fifth and Sixth streets, (horse,) 51½@54; Second and Third, 56@57; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 32@33; Green and Coates 50@50; Chestnut and Walnut, 57@65; Hestonville, 19@19½; Germantown, 33@—.

Boston.—Michigan Central 8s, 1890, 106; Vermont Central 1st mort., 29: do. 2d mort., 8½; Burlington and Missouri 7s, 1893, L. G., 95; do. 8s, 105; Atchison, Topeka and Santa Fe L. G. 7s, 73¼; Eastern R. R. 6s, 1874, 98¼; do. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 85; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 81½; Boston and Albany 7s, 1892, 105; Cheshire 6s, 1880, 93; Cincinnati, Sandusky and Cleveland 7s, 1890, 80; Leavenworth, Lawrence and Galveston 10s, 55; Vermont and Massachusetts 6s, 1888, 92¼; Central R. R. of Iowa, 7s, 60@70; Boston and Lowell R. R. new, 114⅛; do. 6s, 1879, 95; Portsmouth, Gt. Falls and Conway R. R., 95; Eastern (N. H.) R. R., 100¾; Rutland scrip, No. 3, 93½; do. 8s, 1st mort., 95; Union Horse R. R., 110; Summit Branch, 43; Connecticut and Passumpsic Rivers R. R., 88⅛; Boston Land, 6¼; Cary Imp., 11⅞; Boston Water Power, 27¾; Waverly Land, 4⅛; Maine 6s, 1889, 99¼; New Hampshire 6s, 1898, 98¼; Augusta 6s, 1887, 90; Bangor 6s, 1879, 94¾; Portland 6s, 1887, 94; St. Louis 6s, 1887, 89¾; do. 1886, 89½; do. 1879, 92¾; Providence 5s, 1900, gold, 94⅛; Lowell 6s, 1890, 95¼; Cambridge 6s, 1882, 96½; Chicago 7s, 99¼; Allouez Mining Co., 11½; Calumet and Hecla, 158; Petherick, 3; Pontiac, 87½c.; Ridge, 9; Shuniah Silver, 75c.; St. Clair, 3; Washington, 1⅛.

Baltimore.—Maryland Defense 6s, 106; Virginia consols, coupons, 78¾; Central Ohio 1st mort., 87; Orange, Alex. and Manasses 7s, 81; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 8s, 88; Orange and Alex. 2d mort., 89; Atlantic Coal, 2.80. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77¼@78½; Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 172⅛@174; do. 6s, 1875, 98⅝@—; do., 1880, 97⅛@97½; do., 1885, 97@97; Parkersburg Branch, 11@11¼; Northern Central, 36@38; do. 6s, 1885, 93@94; do., 1900, 82⅞@83½; do., 6s, 1900 gold, 93@95; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101¼; do., 2d mort., 7s, 90⅜@91½; do., 3d mort., 8s, 84@84½; Central Ohio, 42@—; do. pref., 41@42; do. 1st mort., 86⅞@87¼; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@97; do. 2d mort.

guar., 97@97; do. 3d mort., guar., 97¼@97½; do. 2d mort. pref., 75@82½; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville 1st mort., 76@77; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 88½@89½; do., 3d mort. 8s, 89½@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 81@81¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78½; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 99@99¼; do., 1884, 99½@—; do. 1886, 100½@—; do., 1890, 99½@99⅝; do., 1893, 97@97; do. 1893, exempt, 102½@102; do., 1900, exempt, 99¼@99½; do. 1900, new, 98@98⅝; do. 1902, 100½@101; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 106@106⅛; Virginia 6s, old, 87 1/16@—; do. coupon old, 38@40; do. consol. 6s, 54½@54¾; do. reg. 51@54; do. coupons, 78¼@78½; West Virginia, 10½@10⅝; City Passenger R.R., 17½@20; George's Creek Coal, 120@128.

Illinois Central Railroad.

The annual meeting of the stockholders of this company was held in Chicago on the 28th ult. There were present in person or by proxy, 167,087 shares. On motion, Mr. Lucien Tilton was appointed Chairman, and Mr. W. K. Ackerman Secretary. The minutes of the last meeting of shareholders were read and approved. The minutes of the meetings of the directors, held since the last annual meeting of shareholders, were also submitted, and the following resolution adopted.

Resolved, That the acts and doings, resolutions and votes of the board of directors, all and singular, are hereby ratified, approved and confirmed.

The president's report for 1872, to the shareholders, approved by the executive committee, was presented with the accompanying statements, and, on motion, approved.

A communication, in relation to the engagement with the railways to New Orleans, was read, and in conformity with the request and instructions of shareholders represented therein, the following resolution was proposed and unanimously adopted:

Resolved, That the agreements made by the directors of the Illinois Central Railroad Company with the New Orleans, Jackson and Great Northern and the Mississippi Central Railroad Companies, and the engagements made to secure the completion of the latter railway, connecting Cairo with New Orleans, be and are hereby confirmed, adopted and approved: and

Whereas, The early completion of this line to New Orleans is a work of great necessity; and

Whereas, It is believed to be the best means for an outlet for the surplus products controlled by the Illinois Central lines, therefore this meeting recommends even more decided measures to secure all the funds necessary for its early completion, and this meeting believes that this purpose will be best attained by extending to thirty years the present agreement on the part of the Illinois Central Railroad Company, to purchase at a price, not exceeding par, from the six millions of bonds issued by the above named two companies to an extent not less than $200,000 for each year, which substitution is recommended by this meeting.

The president called the attention of the shareholders to the act of the board of directors of April 16, 1873, providing for the increase of the capital stock of the company from $25,500,000, by a further issue of shares to the extent of twenty per cent upon subscriptions by shareholders, upon the stock registered in their names on the fifteenth day of June next, and suggested that the time for making the subscriptions was fixed at a day subsequent to the annual meeting, in order that the shareholders should have an opportunity to act thereon, and it was unanimously

Resolved, That the act of the board of directors is approved, and that the shareholders especially approve the plan adopted by the board in submitting it to the annual meeting. And the meeting desires and instructs the board to pursue a similar course, in case it should at any time hereafter deem it expedient to make any further increase of share capital.

Resolved that the board of directors be authorized, whenever it may deem it advisable, to call a special meeting of the shareholders upon a notice of ninety days, to be published in a daily commercial paper, in each of the cities of Chicago, New York, London and Amsterdam, to be designated by it, to consider any matter upon which it desires their action.

Resolved, That the meeting do now proceed to elect three directors to fill the vacancies occurring by the expiration of the term of office of George Bliss, Lucien Tilton and W. K. Ackerman, at this date, and also to fill vacancy occurring by the resignation of A. S. Hewitt.

J. N. Jewitt and J. F. Tucker, were appointed tellers to receive and count the votes.

The tellers reported that the whole number of votes represented were 167,087 presented and voted by the following persons as proxies, Richard H. Glyn 42,226, Lucien Tilton 405, John Newell 73,202, J. N. Jewitt 830, W. K. Ackerman, 50,424, all of which were cast for George Bliss, Lucien Tilton, and W. K. Ackerman, to serve until the last Wednesday in May, 1877; and L V. F. Randolph, to serve until the last Wednesday in May, 1876. Thereupon the chairman declared that all the votes cast were for the above named gentlemen, who were declared duly elected. No other business being presented the meeting, on motion, adjourned.

☞ The Clark (Va.) *Courier* says that the work of placing the ties and laying the rails of the Shenandoah Valley Railroad will be commenced about the first of next September, and the track will be in running order about the first of October. The line of the road between Luray and Staunton will soon be let for graduation and masonry, and everything promises an early completion of the road.

☞ The following gentlemen have been elected directors of the New York and Harlem Railroad Company: William H. Vanderbilt, Horace F. Clark, Cornelius Vanderbilt, William C. Wetmore, Augustus Schell, Abraham B. Baylis, James H. Banker, Joseph Harker, John B. Dutcher, Robert J. Niven, Cornelius Vanderbilt, Jr., Cornelius M. Meserole and Harry Allen.

☞ Messrs. S. C. Mills & Co. have taken the contract to complete the grading and masonry of the Somerset (Me.) Railroad to Madison Bridge. The force will be augmented from day to day and the work pushed rapidly to its completion.

☞ The Manchester and North Weare (N. H.) Railroad Company have elected Phinehas Adams of Manchester, President, Josiah Carpenter of Pittsfield, Treasurer, and George A. Fowler of Concord, Clerk.

☞ The engineers have begun the survey of the extension of the Duxbury and Cohasset (Mass.) Railroad to Kingston.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, June 2, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, which can now be sold at unusually high prices, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable May 1 and Nov. 1; issued in denominations of $100, $500 and $1,000, either Coupon or Registered; price **88 1-2** and accrued interest.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable January 1 and July 1. Bonds of $1,000 each, Coupon or Registered—price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD is completed and in operation from Richmond to the Ohio River, a distance of 420 miles, at a cost with the equipment of over $35,000,000, and the rapid development, of its business indicates that the earnings for the ensuing twelve months will not be less than $3,000,000, and for the succeeding year not less than $5,000,000.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We also deal in GOVERNMENT BONDS, CENTRAL and WESTERN PACIFIC, and other first-class Securities; receive deposits, on which we allow four per cent interest, make collections, and do a general Banking business.

FISK & HATCH.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 24, at 429,279 tons, and for the coal year at 6,471,654 tons, against 5,428,751 tons to corresponding time last year, being an increase of 42,903 tons. The bituminous tonnage for the week is 59,025 tons, and for the year 826,573 tons, giving a total of all kinds for the week of 488,304 tons, and for the year 7,298,227, tons, an increase as against production to same time last year of 149,952 tons.

☞ The export of iron rails from Great Britain to the United States for the four months of the present calendar year to April 30, amounted to 81,595 tons, against 180,192 tons in corresponding time last year. The exports of rails from Great Britain for the four months of the year to all countries were 188,820 tons, against 279,261 tons in the same time in 1872.

☞ The earnings of the Erie Railway Company for the week ending May 23, 1873, were $455,664, and since November 1, 1872, $10,094,400—an increase over the corresponding period of the previous year of $251,230.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending May 22 are: freight, $45,961 92; passengers, $31,603 06—total, $77,564 98.

☞ J. E. Bartlett has been elected President, and Amos Stowe Secretary and Treasurer, of the Mystic River Railroad Co.

General Railroad Law of New Jersey.

AN ACT to authorize the formation of railroad corporations and regulate the same.

(Continued from page 681.)

27. *And be it enacted*, That a check shall be affixed to every parcel of baggage when taken for transportation, by the agent or servant of such corporation, if there is a handle, loop, or fixture, so that the same can be attached upon the parcel or baggage so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; *and further*, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train, and on producing said check, if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him to prove the contents and value of said bag ge.

28. *And be it enacted*, That in forming a passenger train, baggage, freight, merchandise, or lumber cars shall not be placed in rear of the passenger cars; and if they or any of them shall be so placed, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor and be punished accordingly.

29. *And be it enacted*, That a bell shall be placed on each locomotive engine and rung at the distance of at least eighty roads from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine and be sounded at least eighty rods from the place where the railroad shall cross any such road or street, except in cities, and be sounded at intervals until it shall have crossed such road or street, under a penalty of twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railroad, to be sued for by any informer within ten days after such penalty was incurred; one-half thereof to go to the informer and the other half to go to the county; and said corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect.

30. *And be it enacted*, That every such corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street, where the same is crossed by the railroad on the same level; said boards shall be elevated so as not to obstruct the travel and to be easily seen by travelers; and on each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words, "look out for the locomotive;" but this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets.

31. *And be it enacted*, That if any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

32. *And be it enacted*, That every corporation formed under this act shall erect and maintain fences on the sides of their road, of the height and strength of a division fence required by law with openings or gates or bars therein, and farm crossings of the road for the use of proprietors of land adjoining such railroad; and also construct and maintain cattle-guards at all road crossings suitable and sufficient to prevent cattle and animals from getting on to the railroad; until such fences and cattle guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agent or engines to cattle, horses or other animals thereon; and after such fences and guards shall be duly made and maintained, the corporation shall not be liable for any such damages, unless negligently or willfully done; and if any person shall ride, lead or drive any horse or other animal upon such road, and within such fences and guards other than at farm crossings, without the consent of the corporation, he shall, for every such offense, forfeit a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved; it shall not be lawful for any person other than those connected with or employed upon the railroad, to walk along the track or tracks of any railroad, except where the same shall be laid along public roads or streets.

33. *And be it enacted*, That in case any passenger or any railroad shall be injured while on the platform of a car, or on any baggage, wood or freight car, in violation of the printed regulations of the company, posted up at the time in a conspicuous place inside of its passenger cars then on the train, such company shall not be liable for the injury; *provided*, said company at the time furnished seats inside its passenger cars sufficient for the proper accommodation of the passengers.

34. *And be it enacted*, That the said company shall commence the proposed road within six months from the date of their organization, and if the said proposed road be not more than fifty miles in length, the said company shall open and complete at least one track of said road, within two years from the date of commencement, as aforesaid; and if the said road shall exceed fifty miles in length, the said company shall have an additional six months to complete their road for each twenty miles more than the fifty miles aforesaid; *provided*, the road shall be opened for public use in all cases when fifty miles of the track are laid; *provided, further*, that any company organized under this act and failing to comply with the provisions of this section, shall thereby forfeit the franchises given it by this act.

35. *And be it enacted*, That any company, association, person or persons, violating or neglecting to comply with any of the provisions of the first or second sections of this act, shall be liable to a penalty of two hundred and fifty dollars for each and every offence, to be sued for and recovered in the name of the State of New Jersey; one-half of which fines when recovered, shall be paid to the informer, and the other half into the county treasury, where the action shall be tried or the conviction had.

36. *And be it enacted*, That it shall be lawful for any company incorporated under this act, in addition to the power hereinbefore given, to build viaducts over any navigable or other rivers, streams or bay of water which said railroad may cross, putting in such viaduct a pivot draw with two openings, each of no less width then the widest opening in any viaduct or bridge now built over any such river, stream or bay of water at right angles to the main channel, located at a point convenient for navigation, and such company shall at all times, when such river, stream or bay is navigable, for the safety of persons navigating the same, cause to be kept a red light at each outer side of said draws, and a white light on each inner side of said draws, which shall be lighted every evening at or before sunset and be kept lighted till daylight, and shall also keep or cause to be kept, a suitable person or suitable persons at each of said bridges, to open the draws for the free passage of all vessels with standing masts or pipes; and for each and every neglect to keep such light, and to open the draws when necessary, the said company shall forfeit and pay the sum of one hundred dollars, to be recovered with costs, in any court having jurisdiction thereof, by any persons who shall sue for the same, within six months after the time of such neglect; *provided*, that corporations formed under this act shall not take any land under water belonging to this state until the consent of the riparian commissioners shall first be had and obtained, who are hereby authorized to convey the same on receiving such compensation as they may fix; *provided further*, that no corporation organized under this act shall be authorized to take, use or occupy by condemnation any lands belonging to the State of New Jersey, or any franchises, lands, or located route of any bridge, railroad, canal, turnpike, or other corporation chartered for the purpose of facilitating transportation, except for the purpose of crossing said lands or route of said corporation, and except the lands of such other corporations not necessary for the purposes of their franchises; *and provided further*, that a railroad may be located or constructed under this act on the surveyed route or location of any other railroad, with the consent of such corporation, and not otherwise; *and provided further*, that no railroad under this act shall cross another railroad at a less angle than forty-five degrees.

37. *And be it enacted*, That the governor, the chancellor, vice-chancellor, the justices of the supreme court and the judges of the court of errors of this state, secretary of state, state treasurer, comptroller of the treasury, clerk in chancery, clerk of the supreme court, adjutant general quarter-master general, state librarian, state prison keeper and superintendent of public schools of New Jersey, while traveling for the purpose of discharging the duties of their offices, and the members and officers of both houses of the legislature of this state shall pass and repass, free of charge on the railroad of any company incorporated under this act.

38. *And be it enacted*, That no franchise heretofore granted to construct a railroad, or to build or establish bridges or ferries, or operate any line of travel, and take tolls or fares therefor, shall hereafter continue to be or be construed to remain exclusive, and that no like franchise hereafter granted shall be or be construed to be exclusive, unless in such grant heretofore made or hereafter to be made it be so expressly provided, and the provisions of the second section of the act entitled "An act to prevent accidents on railways," approved March thirtieth, one thousand eight hundred and sixty-nine, shall not be considered to extend to or affect in any way or manner corporations which may be formed under this act; all corporations organized under this act shall be subject to all general laws, now or hereafter to be passed, regulating railroads and their operations.

39. *And be it enacted*, That this act shall be deemed a public act and shall take effect immediately, and the legislature may alter, amend or repeal the same, but such repeal or alteration shall not affect any corporations heretofore organized, unless the act making such repeal or alteration shall so expressly declare.

Approved April 2, 1873.

A SUPPLEMENT.

A Supplement to an act entitled "An Act to Authorize the Formation of Railroad Corporations, and regulate the same," approved April second, one thousand eight hundred and seventy-three.

1. *Be it enacted by the Senate and General Assembly of the State of New Jersey*, That railroad corporations, formed under the provisions of the act to which this is a Supplement, may establish and operate Ferries where the terminus or termini of the railroads of said corporations may be on the shores of any rivers or navigable waters of this state, for the transportation of persons and property on or across the same, subject to the rates of fare for passengers, and tolls for freight, as provided in said act on railroads, and may buy or build all vessels and boats, and do all things necessary or convenient to carry on such ferry or ferries, or the said corporations may make contracts or engagements with other ferry companies for the transportation of the passengers and freight of such corporation.

2. *And be it enacted*, That this act shall be deemed a public act, and take effect immediately.

Approved April 4, 1873.

☞ The Springfield *Republican* says that Hawkins & Burrall, of that city, have contracted to build a wrought iron lattice bridge over the river at the west end of the Boston and Albany Railroad at East Albany.

☞ The grading and masonry of the first ten sections of the New Castle and Franklin Railroad are completed, and track laying will soon be commenced at New Castle. It is expected that the road will be in operation to Mercer, twenty miles, by July. The line from Mercer to Stoneboro, twelve miles, is to be put under contract at once.

☞ John. E. Lyon of Boston, Alex. H. Tilton of Tilton, Joseph P. Pitman of Laconia, Peter Butler of Boston, John L. Rix of Milford, John A. Parks of Boston and Joseph W. Lang of Meredith, were elected directors of the Boston, Concord and Montreal Rrilroad Company on the 26th inst.

☞ The officers of the Union Bridge Company, recently organized at Pittsburg for the construction of a bridge over the Allegheny River at the Point, are: President, Joshua Rhodes; Secretary, R. W. MacConnell; Treasurer, John E. Kidall.

☞ The St. Clair Street Railway of Toledo, Ohio, has been incorporated. The capital is $250,000; shares $2,500. The incorporators are: John S. Casement, Geo. Stebbins, J. R. Strong, and five others.

☞ The Bangor and Piscataquis Railroad Company has voted—4,381 to 1,334 shares—to execute a perpetual lease of its road to the consolidated European and North American Railway Company.

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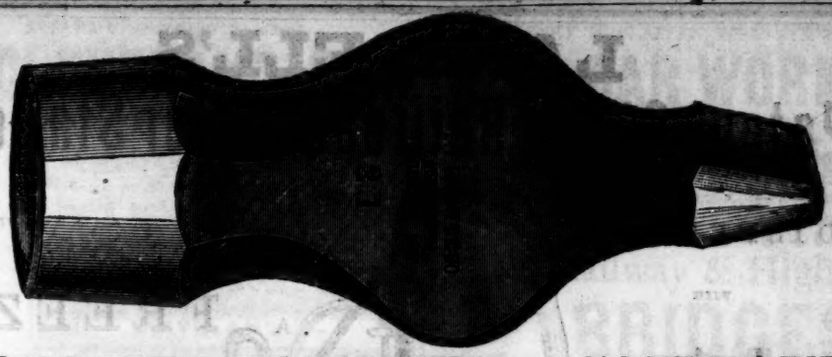

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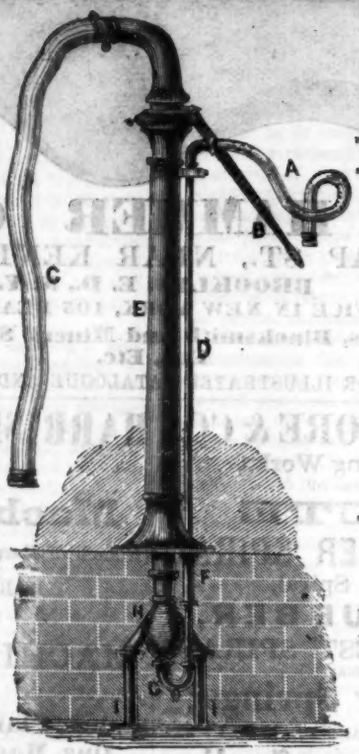

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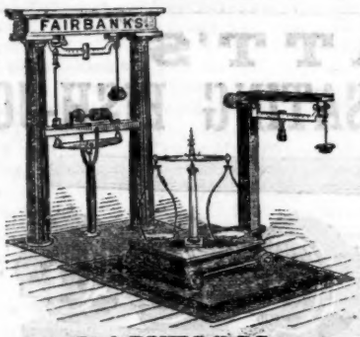

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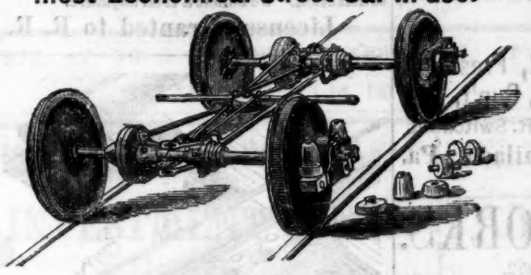

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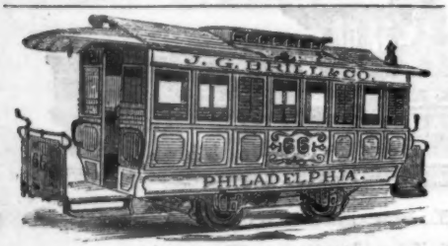

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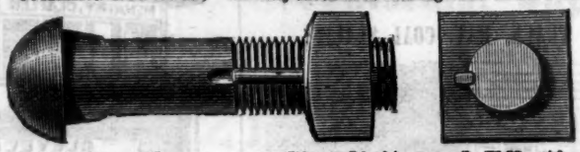


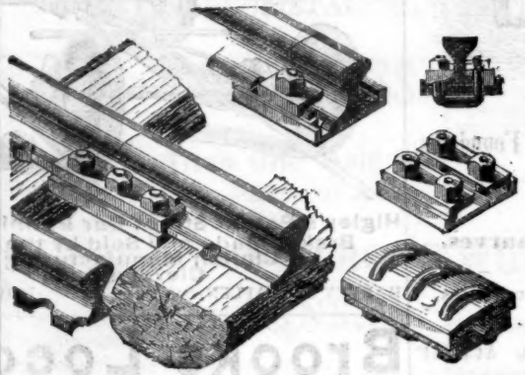
IMPROVED August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,

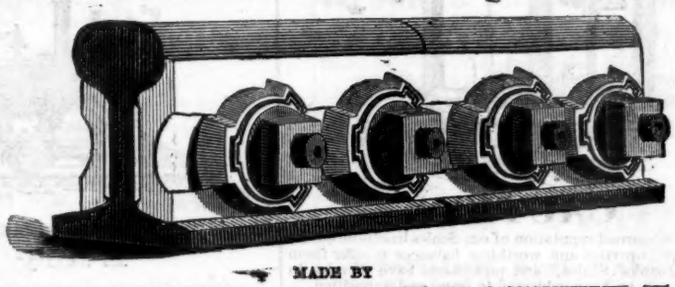
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.